Loudoun County Revised General Plan Amendments					
Case #	Name	Adoption Date	Chapters Affected		
CPAM 2004-0001	Extension of Central Utilities into the Transition Policy Area	April 20, 2004	RGP Ch. 2, 5, 8		
CPAM 2004-0002	Active and Passive Recreation in RSCOD	June 1, 2004	RGP Chapter 5		
CPAM 2004-0009	Revision of Boundaries of the Joint Land Management Area for the Town of Round Hill and Designation of Land Use	June 1, 2004	RGP Chapter 9 CPRV-W-087 CPRV-W-059		
CPAM 2004-0034	Location of RC (Rural Commercial) Zoning Districts	January 4, 2005	RGP Ch. 4, 6, 7		
CPAM 2004-0017	Countywide Healthcare Facilities Plan	March 8, 2005	RGP Chapter 2 RGP Glossary		
CPAM 2004-0008	East Gate Assemblage	June 7, 2005	RGP Chapter 6 CPRV-W-059		
CPAM 2004-0007	<u>Pearson Reserve</u>	July 5, 2005	RGP Chapter 6 CPRV-W-059		
CPAM 2004-0026	<u>Victoria Station</u>	July 5, 2005	RGP Chapter 6 CPRV-W-059		
CPAM 2005-0001	Density Review in the Northern Portion of the Lower Bull Run Subarea	July 5, 2005	RGP Chapter 8		
CPAM 2004-0006	Potomac View Age Restricted				
CPAM 2004-0011	Ashburn Village Age Restricted	October 28, 2005	RGP Chapter 2		
CPAM 2004-0012	Brambleton Age Restricted	Getobel 20, 2003	RGP Glossary		
CPAM 2004-0023	<u>Erickson</u>				
CPAM 2004-0025	<u>Stonegate</u>	February 7, 2006	CPRV-W-059		
CPAM 2006-0001	Proffered Land Sites Valuation Credit Methodology	June 14, 2006	RGP Chapter 3 RGP Chapter 11		
CPAM 2005-0005	Amendments to the Rural Policies of the Loudoun County Comprehensive Plan	September 6, 2006	RGP Ch. 2, 7,11		
CPAM 2005-0007	Arcola Area/Route 50	October 17, 2006	RGP Ch. 4, 6 RGP Glossary CPRV-W-059 Retail Plan Amendment		
CPAM 2006-0002	<u>Crosstrail</u>	December 5, 2006	RGP Chapter 9 CPRV-W-059 Toll Road Plan		
CPAM 2007-0001	Countywide Housing Policies	September 18, 2007	RGP Chapter 2 RGP Glossary		
CPAM 2005-0004	Eminent Domain & Protection of Existing Communities	October 16, 2007	RGP Ch. 2, 4, 6, 11 RGP Glossary		
CPAM 2009-0001	Route 28 Keynote Employment Policies	March 15, 2011	RGP Ch. 4, 5, 6, 11 Retail Plan Amendment		
CPAM 2012-0003	Special Activity at One Loudoun	April 3, 2013	RGP Chapter 6		

CPAM 2012-0002	Purcellville Urban Growth Area Management Plan	March 6, 2013	RGP Ch. 1, 2, 9, 11
CPAM 2013-0001	North Lower Sycolin	December 11, 2013	RGP Chapter 8

CPAM 2004-0001 Extension of Central Utilities into the Transition Policy Area

Adopted April 20, 2004

CPAM 2004-0001, Extension of Central Utilities into the Transition Policy Area LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS April 20, 2004

The Board of Supervisors adopted the following revisions to the <u>Loudoun County General Plan</u> (Revised July 23, 2001 and amended through January 14, 2003) on April 20, 2004.

Strikethrough text is deleted from the General Plan.

Underlined text is added to the General Plan.

Amendments affect Chapters 2, 5, and 8, and the Glossary.

Amend 'General Plan Strategy' text to define the new alignment of the County's urban growth boundary (General Plan, p. 2-6)

The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central water and sewer is not allowed. Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. joins with the western edge of the Lower Foley subarea. The UGB then follows the western edge of the Transition Policy Area to meet the Prince William County line in the south.

Delete 'Suburban Policy Area' text on the urban growth boundary (<u>General Plan</u>, p. 2-6) A hard utility edge (marking the limits of central water and sewer) is maintained by the western boundary of the Suburban Policy Area establishing an urban growth boundary.

Amend 'Transition Policy Area' text (General Plan, p. 2-11)

Central water and sewer service is planned for <u>all</u> the <u>Lower Foley and Lower Bull Run</u> subareas of the <u>Transition Policy Area</u>. <u>Central Water and sewer service is not to be extended to the Upper Broad Run and Upper Foley subareas.</u> The Middle Goose and Lower Sycolin subareas will not have public water and sewer with the exception of central water for properties within the <u>Landfill Water Service Area/District</u>. <u>Communal systems will be encouraged over individual systems in areas without central utilities</u>.

Either central or communal water and wastewater services are the preferred utility service methods in the Transition Policy Area. Central water service is required for properties within the Landfill Water Service Area District in the Lower Sycolin subarea. In all other areas of the Transition Policy Area, LCSA will, at the time of application for new development, evaluate the proposed system and various alternatives to verify that the proposed utility system be addresses the constraints and environmental characteristics of the site, and will consult with the County on such issues as soil type, underlying bedrock lithologies, groundwater availability, surface water drainage patterns, proximity to existing groundwater supply wells and other water sources. For small-scale and low-density developments, where the extension of central utilities or construction of communal systems is not economically feasible, the County will consider permitting development on individual well and septic systems.

A hard utility edge (marking the limits of central water and sewer) is maintained by the western boundary of the Transition Policy Area to establish an urban growth boundary. In addition, the area included as part of the Woodland Rural Village (ZMAP 1997-0001) may be served by central utilities from the adjacent Transition Policy Area based on the following:

- (a). This development is zoned for a Rural Village under the PD-RV district, and the PD-RV zoning was continued due to vested rights considerations as part of the Countywide remapping.
- (b). Under the PD-RV zoning classification, the Village core is to be served by public utilities. In this case, communal systems to be owned and operated by LCSA have been engineered to serve the Rural Village.
- (c). This Rural Village is adjacent to both the Middle Goose and Upper Broad Run subareas.
- (d). A small portion of this Rural Village rezoning is within the Transition Policy Area.
- (e). Most of the area encompassed within this Rural Village zoning, including the Village Core, is underlain by a diabase aquifer.

Amend 'Wastewater and Water Treatment' text (General Plan, p. 2-16)

Water and wastewater treatment service levels and needs are not the same throughout the County, since proposed land uses, development densities and community character differ from area to area. The County will plan for the development of central sewer and water facilities and allow for the orderly extension of these facilities in the Suburban Policy Area and in portions of the Transition Policy Areas. The County will encourage LCSA to serve this area in the most efficient and effective manner possible. In particular, the County will work with LCSA to encourage the extension of central utilities to existing communities within these areas the Suburban Policy Area and promote the use of the best utility system in the Transition Policy Area.

In the Transition Policy Area and in the Rural Policy Area (including the Landfill Water Service Area District), the County will continue to focus its efforts on protecting public health by maintaining groundwater quality and quantity. Groundwater will continue to be the major source of water for most rural residents and therefore should be protected from the contamination threat of a proliferation of septic tanks and drainfields. As such, on-site, high-level pre-treatment, individual alternative systems and small advanced wastewater treatment systems for clustered development will be the primary methods of sewer service in the Rural Policy Area. Surface land application using these systems will be discouraged in the Transition Policy Area subareas given their proximity to the reservoirs. The County will seek to establish guidelines and oversight authority to ensure that these facilities function in an environmentally sound manner. Central and communal utility systems are encouraged over individual wells and septic systems in

the Transition Policy Area. Surface land application using communal or individual systems will be discouraged in the Transition Policy Area subareas proximate to the Goose Creek and Beaver Dam reservoirs. The table below (Wastewater Approach) more simply portrays the wastewater strategy by policy area.

Amend 'Wastewater Approach' Table (General Plan, p. 2-16)

Policy Area	Central Systems	Clustered Communal Systems	Individual Systems
Suburban	X		
Transition			
Middle Goose	<u>X</u>	X	X
Lower Sycolin	<u>X</u>	X	X
Lower Foley	X	X	X
 Upper Foley 	<u>X</u>	X	X
Upper Broad Run	<u>X</u>	X	X
Lower Bull Run	X	X	X
Rural			X
Towns & JLMAs	X		
Existing Villages		X	X

Amend Policy 7 under 'General Water Policies' (General Plan, p. 2-20)

7. The Landfill Water Service Area District is established for the area in proximity to the Loudoun County Solid Waste Management Facility and for properties through which the water transmission line passes. (Refer to the LCSA Water and Sewer Lines Map, pg. 2-17). The extension of central (municipal) water service in this district is permitted to avoid potential potable water problems for properties near the Loudoun County Solid Waste Management Facility. All new development within the Landfill Water Service Area District will be required to obtain service from the central water system. The water lines for the Landfill Water Service Area/District will be sized such that they will only accommodate the maximum density permitted by the Plan (densities up to one dwelling unit per 3 acres).

Amend Policy 8 under 'General Water Policies' (General Plan, p. 2-20)

- 8. The use of LCSA-approved communal water systems to serve the Rural and Transition Policy Areas is promoted:
- a. To serve rural economy uses or rural and residential clusters as defined in this Plan.
- b. To solve the potable water problems and public health problems of existing residences.
- c. To serve new or existing institutional uses, including schools, permitted by right or by special exception in the County's rural zoning districts.

Amend Policy 5 under 'General Wastewater Policies' (General Plan, p. 2-21)

- 5. The use of LCSA approved communal wastewater collection and treatment systems followed by surface or subsurface soil dispersion is promoted:
- a. To serve the Existing Rural Villages defined in this plan.
- b. To serve existing or new rural economy uses or rural and residential clusters as defined in this plan.
- c. To solve wastewater or public health problems of existing residences; and
- d. To serve new or existing institutional uses, including schools, permitted by right or by special exception in the County's Rural and Transition Policy Areas.

Amend Policy 12 under 'General Wastewater Policies' (General Plan, p. 2-22)

12. Pump-and-haul operations are not permitted in the Rural Policy Area <u>or</u>, Existing Rural Villages or the Transition Policy Area except as a last resort and temporary wastewater disposal method to address a proven, public health emergency. The County will determine the length of the period during which pump-and-haul disposal will be allowed.

Amend Policy 6 under 'Groundwater Policies' (General Plan, p. 5-19)

6. The County will require developments in the Suburban Policy Area and designated subareas of the Transition Policy Area to connect to available central water and sewer systems according to water and wastewater treatment policies in this Plan.

Amend text pertaining to the Transition Policy Area (General Plan, p. 8-1 & 8-2)

The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central sewer and water is not allowed. (Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. The UGB then follows joins with the western edge of the Lower Foley subarea Transition Policy Area to meet the Prince William County line in the south.) As such, central water and sewer lines are permitted in the Transition Policy Area. These boundaries are coterminous with the easternmost boundaries of the Lower Sycolin, Middle Goose, Upper Bread Run, and Upper Foley subareas. As such, public water and sewer lines are expected to be extended to the Lower Foley and Lower Bull Run subareas of the policy area. Central sewer and water service may not be extended to the Upper Broad Run and Upper Foley subareas. Central water will be provided to serve the Landfill Water Service Area District located in the Lower Sycolin subarea (LCSA Water and Sewer Lines Map, pg. 2-17). Otherwise, no public water and sewer will be permitted in the Lower Sycolin and Middle Goose subareas.

Amend Policy 3 under General Policies (General Plan, p. 8-2)

3. Central utilities may be extended to <u>all subareas of the Transition Policy Area</u> the Lower Foley and Lower Bull Run subareas.

Delete Policy 4 under 'General Policies' (General Plan, p. 8-2)

4. Central utilities may not be extended to the Upper Broad Run and Upper Foley subareas. Adoption of a future plan amendment is required before any central utilities may be extended into these subareas.

Add new Policy 4 under 'General Policies' (General Plan, p. 8-2)

4. New developments proposed within the Lower Foley and Lower Bull Run subareas of the Transition Policy Area will be required to connect to central water and wastewater utility lines.

Amend Policy 5 under 'General Policies' (General Plan, p. 8-2)

5. Central water will be provided to serve the Landfill Water Service District located in the Lower Sycolin subarea. New developments proposed within the Landfill Water Service Area District will be required to connect to central water services (See LCSA Water and Sewer Lines Map, pg. 2-17).

Amend Policy 6 under 'General Policies' (General Plan, p. 8-2)

6. Where LCSA and the County determine that the extension of central water lines to a site cannot be engineered, is not economically feasible and/or has adverse impacts on the environment, Tthe County promotes the use of communal water systems to protect groundwater quality by reducing the number of wells.

Add new Policy 10 under 'General Policies' (General Plan, p. 8-2)

10. The County will discourage the use of individual wells and septic systems and drainfields to serve new developments in the Transition Policy Area. These individual systems may be considered only where the proposed development densities, scale of development and location of public utility systems, makes the extension of central utilities or connection to an adjoining communal system economically infeasible.

Amend 'Community Design' text (General Plan, p. 8-5)

Countryside Villages will be permitted on central utilities in the Lower Foley subarea and Rural Villages will be permitted on central utilities in the Lower Bull Run, subarea. Rural Villages will be permitted in the Lower Sycolin and Middle Goose subareas, but not on central water and sewer, with the exception of central water for properties within the Landfill Water Service Area District.

Delete 'Lower Sycolin and Middle Goose Subareas' text (General Plan, p. 8-5)

No central water and sewer will be permitted and communal systems with sub surface discharge will be encouraged. Central water will be permitted for properties within the Landfill Water Service Area District.

Add new text on the 'Lower Sycolin and Middle Goose Subareas' (General Plan, p. 8-5)

All new developments within the Landfill Water Service Area District in the Lower Sycolin subarea will be required to be served by central water lines. Central and communal water and wastewater systems are preferred over individual utility systems in all other areas of the Lower Sycolin and Middle Goose subareas. Wastewater systems proposing subsurface or surface discharge will be discouraged in these subareas, given their proximity to the Goose Creek and Beaverdam Reservoirs. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Add new text on the 'Upper Broad Run and Upper Foley Subareas' (General Plan, p. 8-6)

Central and communal water and wastewater systems are preferred over individual utility systems. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Amend 'Location Criteria for Villages' text (General Plan, p. 8-8)

Rezonings to achieve the Countryside Village pattern of development <u>served by central water</u> and <u>wastewater utilities</u> are desired in the Lower Foley subarea. Central sewer and water may be extended to the Lower Foley and Lower Bull Run subareas.

Amend 'Water and Wastewater' text (General Plan, p. 8-9)

The Transition Policy Area has very limited central water and wastewater service. A waterline traverses the area from east to west in the Lower Sycolin subarea to serve a special water service district located adjacent to the County landfill. The Lower Sycolin subarea of the Transition Policy Area contains some properties that are within the Landfill Water Service Area District. Central water is limited to properties within the District New developments within the Landfill Water Service Area District will be required to connect to central water utilities lines. (LCSA Water and Sewer Lines Map, pg. 2-17)

Central utilities may be extended to the Lower Foley and Lower Bull Run all subareas. Central sewer and water may not be extended into the Upper Broad Run and Upper Foley subareas which are located west of the Urban Growth Boundary. In the interim period Where the extension of central utilities cannot be engineered, is economically infeasible and/or has adverse impacts on the environment, groundwater quantity and quality will be protected in the Transition Policy Area through water conservation efforts that promote the use of communal systems and limit the number of individual groundwater withdrawals.

Central utilities will not be extended into the Lower Sycolin and Middle Goose subareas (with the exception of central water in the Landfill Water Service Area District as noted above), located in the Goose Creek watershed. This is in accordance with the Urban Growth Boundary and protects the larger Goose Creek watershed, which extends across the Rural Policy Area, from future development pressures. Chapter Two provides the detailed water and wastewater policies.

Add the following new 'Water and Wastewater Policies' (General Plan, p. 8-9)

- 1. The County promotes the use of central and communal water and wastewater systems to serve residential clusters, Rural Villages and Countryside Villages in the Transition Policy Area. At the time of application, LCSA will evaluate the various alternatives to identify the utility system that best promotes the objectives of the County's Comprehensive Plan.
- 2. The County will encourage communal water and wastewater systems proposed to serve new developments to combine with existing or approved LCSA-owned communal systems, where the following criteria are met:
 - a. The service areas of the new communal system and the existing or approved communal system are both contained within the Transition Policy Area as defined in the County Comprehensive Plan documents.
 - b. The service area of the new communal system immediately adjoins the service area of existing or approved LCSA-owned communal system(s).
 - c. LCSA determines the inter-connection between the two systems can be engineered, is economically feasible and minimizes impacts on the environment.
- 3. New developments proposing to combine their communal water and/or wastewater systems with those of adjoining existing or approved developments, shall not rely on the combination to meet their water and wastewater requirements but show that they can be supported through on-site individual and/or communal systems.
- 4. Inter-connections between established and proposed communal systems shall not be used to facilitate a change in land use or development density that is not in conformance with the County Comprehensive Plan.
- 5. The County encourages the retrofitting of existing or approved communal water systems within the Transition Policy Area with central utilities to solve the potable water problems or the public health problems of existing developments.
- 6. The County encourages the retrofitting of existing or approved communal wastewater systems within the Transition Policy Area with central utilities to solve the wastewater problems such as failing drainfields or the public health problems of existing developments.

Add language to the definition of 'Communal Water and Wastewater Systems' (General Plan, p. G-2)

Communal Water and Wastewater Systems: Water and/or sewage treatment systems that are designed to serve multiple users such as small-scale developments or clusters and institutions. These systems are public systems when owned and operated by a government entity or utility. LCSA does not accept ownership or operation of water or wastewater systems serving 3-14 residential lots. If requested by the County, LCSA agrees to provide technical services to the County by approving acceptable technologies, reviewing and approving system design and

CPAM 2004-0001 Extension of Central Utilities into TPA BOS Adopted 4/20/04 Page 8

construction specifications, providing construction inspection and conducting semi-annual audits of system operation and maintenance. LCSA expenses for these services will be subject to reimbursement by the County.

Amend the definition of 'Central Water and Wastewater Systems' (General Plan, p. G-2 Public or Central Water and Wastewater Systems: The network of major regional facilities, generally operated by a government entity or <u>public</u> utility, that provides for the collection, treatment and disposal of wastewater and to furnish potable water.

Add the definition for 'Public Water and Wastewater Systems' (General Plan, p. G-8)

Public Water and Wastewater Systems: Water and wastewater systems that are owned and operated by a government entity or public utility. These include communal water and wastewater systems that are owned and operated by a government entity or public utility and central water and wastewater systems.

Amend the definition of the Urban Growth Boundary (<u>General Plan</u>, p. G-11) Urban Growth Boundary: The limit of <u>central water and wastewater</u> utility service, it marks the separation of distinctly different land uses and densities.

CPAM 2004-0002 Active and Passive Recreation in RSCOD

Adopted June 1, 2004

CPAM 2004-0002, Active and Passive Recreation in RSCOD LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS June 1, 2004

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through April 20, 2004) on June 1, 2004. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapter 5.

Amend the General Plan Policy 18, Page 5-10:

The County will only allow development and uses in the RSCOD that will support or enhance the biological integrity and health of the river and stream corridor. Permitted uses will be required are intended to have minimal adverse effects on wildlife, aquatic life, and their habitats; riparian forests, wetlands, and historic and archaeological sites; and will be required to complement or enhance the hydrologic processes of the river and stream corridors – including flood protection and water quality. Uses will be limited to:

- a. Road crossings, rail crossings, bridges and drive-way crossings (only when the environmental objectives of the RSCOD can be maintained or enhanced).
- b. Utilities and utility rights-of-way (only when the environmental objectives of the RSCOD can be maintained or enhanced).
- c. Local and regional stormwater management facilities (subject to best management practice requirements).
- d. Public lakes and ponds (subject to best management practice requirements).
- e. Public water supply reservoirs.
- f. Historic and archaeological sites.
- g. Paths and trails including footpaths, biking or hiking paths, and horse trails (of a permeable material only)
- h. Passive recreation limited to hiking, biking, horseback riding, picnicking, camping, climbing, hunting, fishing, and wildlife viewing.
- i. Active recreation, including physical education, athletic fields, and supporting athletic elements (such as but not limited to: goals, goal posts, back stops, dug outs, fences, etc.), in minor floodplains based on standards developed. Swimming and non-powered boating

CPAM 2004-0002 Active & Passive Recreation in RSCOD BOS Adopted 6/1/04 Page 2

on the rivers and streams only including swimming and boating (non-powered) where specific public points of entry have been identified.

- j. Agricultural activities, but not structures including crop planting and harvesting, and grazing (subject to appropriate best management practice requirements).
- k. Silviculture as required to care for forests and not commercial forestry (limited to forest preservation and tree planting; limited tree clearing and clearing of invasive species; tree trimming and pruning; and removal of individual trees; subject to appropriate best management practice requirements).
- 1. Planting native vegetation (subject to appropriate best management practice requirements).
- m. Conservation including stream restoration projects, facilities and activities; Adopt-A-Stream programs; scientific, nature and archaeological studies; and education programs.

Amend the General Plan Policy 18, Page 5-18:

18. The County will institute development standards for golf courses and restrict development of golf courses in proximity to water resources such as streams, rivers, and reservoirs or floodplains to deter any degradation of these resources as a result of the golf course use. Golf courses will not may be allowed within the boundaries of floodplains only by Special Exception.

CPAM 2004-0009 Revision of Boundaries of the Joint Land Management Area for the Town of Round Hill and Designation of Land Use

Adopted June 1, 2004

CPAM 2004-0009

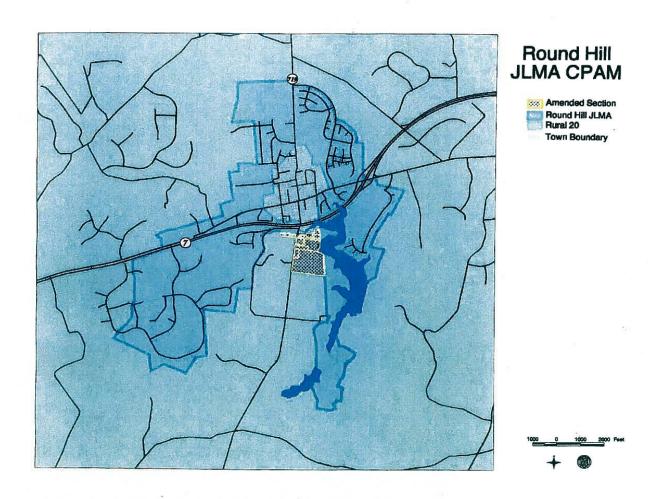
Revision of Boundaries of the Joint Land Management Area for the Town of Round Hill and Designation of Land Use June 1, 2004

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through April 20, 2004) on June 1, 2004. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapter 9.

Add new Policy 7 under "Round Hill Joint Land Management Area Policies" (General Plan, p. 9-28):

7. The County recognizes that the Town limits and JLMA boundaries will change over time as the Town grows and further refines its ability to provide public utilities and public services to these areas. As such, the County anticipates that future areas that are being considered for incorporation into the Town or inclusion in the JLMA will be planned for uses that are compatible with the Town character and the rural area surrounding the JLMA.

ADDITION TO THE ROUND HILL JLMA



CPAM 2004-0034 Location of RC (Rural Commercial) Zoning Districts

Adopted January 4, 2005

CPAM 2004-0034, Location of RC (Rural Commercial) Zoning Districts LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS January 4, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through June 1, 2004) on January 4, 2005. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapters 4, 6, and 7.

Add new Policy 15 under 'Economic Development Policies' (General Plan, p. 4-10):

- 15. Outside of Existing Villages (See Chapter 10), the County intends to limit the establishment of the Rural Commercial (RC) zoning district to the following:
 - a. those properties with RC uses established on or before January 7, 2003;
 - b. properties in the Ryans Corner area of the County designated RC prior to January 7, 2003; and
 - c. the core of the Village of Arcola, west of Dulles Airport, pending conversion of those properties to other uses conforming to the long-range plan for that area.

In limiting the location of RC districts, the County places particular emphasis on the following considerations:

- a. traffic safety concerns, including sight distances and safe ingress and egress;
- b. compatibility with surrounding land uses and zoning;
- c. the most appropriate location for such districts and
- d. limiting strip commercial development, particularly along major highways.

Add the following parenthetical: (Also see Economic Development Policy 15 page 4-10) to Chapter 6 Suburban Policy Area- Land Use Pattern and Design Policy 14 on page 6-7 and to Chapter 7 Rural Policy Area- Rural Economy Policy 15 on page 7-11.

CPAM 2004-0017 Countywide Health Care Facilities Plan

Adopted March 8, 2005

CPAM 2004-0017, Countywide Health Care Facilities Plan LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS March 8, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through January 4, 2005) on March 8, 2005. Amendment affects Chapter 2 and the Glossary.

TO BE ADDED AS A SEPARATE SECTION AT THE END OF CHAPTER 2

COUNTYWIDE HEALTH CARE FACILTIES POLICIES

- 1. The County's Countywide Health Care Facilities policies are intended to provide a general set of policies that guide the location and type of health care facilities and healthcare-related businesses throughout the County and that provide flexibility to adapt to the rapid advances in medical technologies and medical care facilities.
- 2. The goals of the Countywide Health Care Facilities policies are to promote:
 - development and provision of high quality health care services within Loudoun County;
 - appropriate access to health care services for residents of all parts of Loudoun County;
 - development of a broad range and improved distribution of services in Loudoun County;
 - efficiency and cost containment for services provided in Loudoun County;
 - development of sophisticated, high level health care services for health care consumers (including a Tertiary Medical Center within Loudoun County that will permit residents to choose to stay in the County for care);
 - choice for health care consumers:
 - development of systems to provide care to all persons, including the uninsured, and to support community health programs;
 - enhancement of the Loudoun County tax base, employment, growth, and economic development;
 - availability in the present and foreseeable future of sufficient land in appropriate locations for health care facilities and services; and,
 - development of a new hospital in the Dulles South area of the County which is experiencing rapid population growth and which presently has poor access to any hospital.

- 3. Health care facilities to be developed within the County shall take into consideration State regulations concerning the location of health care facilities and the following criteria:
 - the area, population, topography, highway facilities and availability of the services to be provided by the project in the particular part of the health service area in which the project is proposed, the distinct and unique geographic, socioeconomic, cultural, and transportation characteristics of the area to be served, and barriers to access to care;
 - compatibility of any proposed large-scale hospital facility with other uses in the vicinity, particularly the impact on existing, stable residential neighborhoods; and,
 - availability of sufficient acreage to permit the development and future expansion of the proposed health care facility and healthcare-related businesses on the site as well as the potential adverse impact such expansion would have upon existing or planned neighborhoods adjacent to the areas of potential expansion.
- 4. The County will encourage the location of a variety of health care facilities in those areas where needs have been identified that may be underserved, for example in the northwest and southern parts of the County and in the Joint Land Management Areas surrounding the Towns. Applications for the location of health care facilities should substantially meet State requirements for approval of the proposed facilities and/or services. The County will establish incentives to facilitate the private development of primary medical care services in locations across the County, with a goal of having such services be available to all County residents within 20 minutes driving time during periods of peak travel demand. In addition, the County will take into consideration the availability of related and/or support services and compatibility of the proposed use with surrounding development patterns.
- 5. The County will encourage the co-location of health care facilities and healthcare-related businesses that provide a synergistic environment, improve access and choice of services for County residents, and promote the development of various types of health care facilities.
- 6. The County will support a variety of programs and incentives that help create the attributes necessary to support tertiary medical services (See Health Care Facilities Incentive Policies below.). The Tertiary hospital to serve the County should be located where the infrastructure is already in place and surrounding uses are not only compatible but also complementary.
- 7. The County may recognize areas around medical centers present and future which are appropriate for zoning districts that would allow healthcare-related businesses in those areas and create such zoning districts. The County recognizes that the residents of the Route 50 corridor do not have adequate access to emergency care or hospital related services. The Route 50 corridor should be given special consideration for the next full-service hospital and EMS ambulance receiving facility to be built in the County. The Cornwall Emergency facility, located in Leesburg presently serves as a much-needed receiving facility for EMS ambulances and residents in Western Loudoun. The County encourages the reestablishment

- of a full service facility at the Cornwall Campus. The County will encourage continued use and development of the Cornwall campus.
- 8. The County encourages the location of healthcare-related businesses in proximity to established and proposed medical centers. The County will encourage locations of health care services adjacent to the Towns in groupings or clusters that are compatible in scale with the surrounding land uses and that serve the needs of nearby residents.
- 9. The County encourages the development of primary care services and, where appropriate, freestanding emergency care centers, in County areas where population densities are inadequate to support development of medical centers.
- 10. The County will support incentives to encourage the private sector to provide services including but not limited to, psychiatric medical care, geriatric medical care and indigent medical care to satisfy the unmet health care needs of these populations. (See Health Care Facilities Incentive Policies below.).
- 11. The County will continue to provide appropriate medical services and health-related community-based services through the appropriate County Departments.
- 12. The County recognizes the changing needs of the aging population and supports additional policies that address the development of various types of retirement housing, including but not limited to: independent living, assisted living, skilled nursing facilities and continuing care retirement communities.
- 13. The existing system by which the Loudoun County Department of Fire and Rescue Services develops its service plan provides efficient and comprehensive planning for the future emergency services needs of the County. The County will continue to rely on this system for determining need and location of future Fire and Rescue Service facilities.
- 14. The County will encourage development of multiple health care facilities and sites that support regional disaster planning efforts and that can provide medical support in the event of an epidemic or catastrophe. The County will encourage wide dispersal of facilities and avoid concentration of disaster support facilities in proximity to one another.
- 15. Health care facilities planning should be considered in the County's transportation and land use planning. The Health Care Facilities policies will apply during the time horizon of twenty years as provided in the <u>Revised General Plan.</u>
- 16. As part of the periodic review of the Comprehensive Plan, the County will review the Countywide Health Care Facilities policies to ensure health care facilities needs are being met.

COUNTYWIDE HEALTH CARE FACILITIES INCENTIVE POLICIES

- 1. In addition to the incentives provided in Chapter 4, Economic Development policies, the County will consider the following to encourage the location of health care facilities in areas that have been identified as underserved such as, but not limited to, health care zones:
 - FAR density bonuses;
 - creation of special zoning districts that encourage health care zones; and,
 - expedited review processes.
- 2. The County encourages development of quality health care facilities, including, the provision of tertiary medical services and will:
 - promote partnerships with institutions of higher learning that support higher level health care;
 - encourage the growth and expansion of specialty care services;
 - encourage the development of tertiary level services in those areas where population, densities and characteristics make the availability of such services viable;
 - work with the health care industry to ensure workforce issues are being addressed; and,
 - actively market to health care providers and related businesses those areas that have been identified as underserved or in areas that have been identified as health care zones.

DEFINITIONS TO BE ADDED TO THE <u>REVISED GENERAL PLAN</u> GLOSSARY:

Freestanding Emergency Care Centers: A type of freestanding ambulatory care center that is designed, organized, equipped, and staffed to provide medical care for injuries and illnesses, including those that are life threatening. These centers include fully equipped, stand-alone emergency facilities that are licensed as a department of existing hospitals. These centers provide immediate, short-term medical care for minor and major medical emergencies.

Healthcare-related Businesses: Businesses that support or derive a benefit from a health care facility. Includes all health care facilities as defined above, medical research facilities, and health-related support and supply services including, but not limited to, in-home and ambulatory transport which complement health care services and facilitate access to health care services.

Health Care Facilities: Any institution, place, building or agency, whether or not licensed or required to be licensed by the State Board of Health or the State Mental Health, Mental Retardation and Substance Abuse Services Board, whether operated for profit or non-profit and whether privately owned or privately operated or owned or operated by a local governmental unit, (i) by or in which health services are furnished, conducted, operated or offered for the prevention, diagnosis or treatment of human disease, pain, injury, deformity or physical condition, whether medical or surgical, or two or more non-related mentally or physically sick or injured persons, or for the care of two or more non-related persons requiring or receiving medical, surgical or nursing attention or services as acute, chronic, convalescent, aged, physically disabled or crippled or (ii) which is the recipient of reimbursements from third-party health insurance programs or prepaid medical service plans. Includes hospitals; freestanding emergency care centers; urgent care centers; medical offices; diagnostic testing facilities; rehabilitation centers; psychiatric medical care; indigent care; elder medical care; senior housing facilities such as, nursing homes & assisted living facilities, continuing care facilities, hospice facilities; and adult day care.

Health Care Zone: A geographic area where various types of health care facilities and healthcare-related businesses collocate.

Medical Centers: An aggregation of health care facilities whose day-to-day operation is supplemented by the close proximity or collocation of other health care facilities or healthcare-related businesses.

Primary Care Services: Preventive and routine medical care provided in the areas of family practice, general internal medicine, pediatrics and obstetrics/gynecology by physicians, nurse practitioners, physicians assistants or nurses.

Tertiary Medical Services: Tertiary medical services include the most complex services, such as open heart surgery, burn treatment, and high risk obstetric care, and such services are provided in inpatient hospital facilities. Tertiary medical services are generally affiliated with schools of medicine, and often participate in undergraduate and graduate medical education. Tertiary medical centers serve as regional referral centers.

CPAM 2004-0008 East Gate Assemblage

Adopted June 7, 2005

CPAM 2004-0008, East Gate Assemblage LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS June 7, 2005

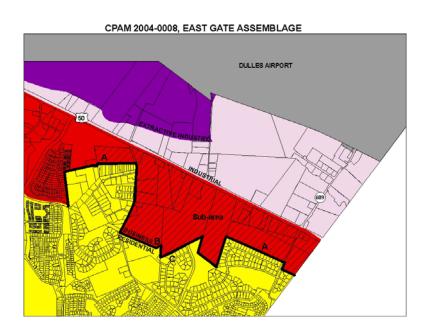
The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through March 8, 2005) on June 7, 2005.

Amendment affects <u>Revised General Plan</u> Chapter 6, the Planned Land Use Map, the <u>Revised Countywide Transportation Plan</u> Appendix 1, the <u>Revised Countywide Transportation Plan</u> Map, and the <u>Revised Countywide Transportation Plan</u> Ultimate Conditions Map.

Add Policy 9a to 'General Business Land Use Policies' (General Plan, p. 6-21)

- 9a. The County may choose to apply the Business Land Use, Office and Light Industrial Land Use mix ratios on a sub-area wide basis for the sub-area depicted on the CPAM 2004-0008 map (dated August 31, 2004) when such applications further the business and land use goals of the Revised General Plan.
 - (1) Development proposals requesting a sub-area based application of the land use mix should include the following: (i) a sub-area concept plan that demonstrates how the Plan's land use mix goals for either a Regional Office or Light Industrial community are achieved, and (ii) an inventory of existing land uses to be considered as part of the land use mix calculations. An individual project that would consume all of a single land use from the land use matrix is discouraged.
 - (2) Development proposals requesting a sub-area based application of the land use mix should demonstrate compatibility with the Planned Land Use community type (Regional Office or Light Industrial) that exists or has already been proposed.

Amend the Revised General Plan's Planned Land Use Map to reflect Alignments A, B and C.



CPAM 2004-0007 Pearson Reserve

Adopted July 5, 2005

CPAM 2004-0007, Pearson Reserve LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS July 5, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through June 7, 2005) on July 5, 2005. Strikethrough text is deleted from the <u>General Plan</u>.

Underlined text is added to the General Plan.

Amendment affects Chapter 6 and the Planned Land Use Map.

Amend the <u>Revised General Plan</u>'s Planned Land Use Map on p. 7-23 to reflect high-density residential land uses for the Pearson Reserve and Victoria Station properties and

Amend Policy 3 under 'General Residential Policies' (General Plan, p. 6-17):

- 3. Residential development will continue to be located outside the adopted and projected Ldn 65+ (day/night average noise level) noise zone for Washington Dulles International Airport and the Leesburg Executive Airport. Residential development within the Route 28 Highway Improvement Transportation District will be limited to three (3) specific locations. These areas include the Old Sterling planning area, the Oak Grove area, and the Eden Tract and Loudoun Village properties—, and areas designated as high density residential on the Planned Land Use Map. Areas designated high density residential within the Route 28 HITD will be compatible with the densities and unit types of surrounding neighborhoods. Specific densities for the high density residential areas are as follows:
 - a. Victoria Station up to 10 dwelling units per acre
 - b. Pearson Reserve up to 8 dwelling units per acre.

Furthermore, the identification of specific properties precludes the use of other <u>Revised General Plan</u> policies, which would permit the consideration of residential development on a case-by-case basis.

CPAM 2004-0026 Victoria Station

Adopted July 5, 2005

CPAM 2004-0026, Victoria Station LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS July 5, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through June 7, 2005) on July 5, 2005. Strikethrough text is deleted from the <u>General Plan</u>.

Underlined text is added to the General Plan.

Amendment affects Chapter 6 and the Planned Land Use Map.

Amend the <u>Revised General Plan</u>'s Planned Land Use Map on p. 7-23 to reflect high-density residential land uses for the Pearson Reserve and Victoria Station properties and

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 - a. Victoria Station up to 10 dwelling units per acre
 - b. Pearson Reserve up to 8 dwelling units per acre.

Furthermore, the identification of specific properties precludes the use of other <u>Revised General Plan</u> policies, which would permit the consideration of residential development on a case-by-case basis.

CPAM 2005-0001 Density Review in the Northern Portion of the Lower Bull Run Subarea

Adopted July 5, 2005

CPAM 2005-0001
Density Review in the Northern Portion
of the Lower Bull Run Subarea
BOS Adopted 7/5/05
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CPAM 2005-0001 Density Review in the Northern Portion of the Lower Bull Run Subarea July 5, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through June 7, 2005) on July 5, 2005. Strikethrough text is deleted from the <u>General Plan</u>. Bold, underlined text is added to the <u>General Plan</u>. Amendment affects Chapter 8.

Amend Community Design, Section 4, Lower Bull Run Subarea text (General Plan, p. 8-6):

4. Lower Bull Run Subarea

Lower density, clustered development on central utilities at up to one dwelling unit per three acres will be encouraged in the Lower Bull Run Subarea. Rezonings to Rural Villages with incorporation of the design criteria for Rural Villages contained in the existing 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The Lower Bull Run subarea is also intended to serve as a sending area for density transfer to the Lower Foley subarea. Under this situation, open space, with priority given to the land located along the Bull Run and the Fairfax County boundary, would be acquired through easement or purchase and further protected in accordance with the Density Transfer Guidelines provided in Chapter Eleven of this Plan. Overall this will serve to promote development patterns that are sensitive to the environment, the Bull Run and compatible with the lower density areas in the adjacent jurisdictions of Prince William and Fairfax Counties. Further, residential development encroaching upon the active Bull Run Quarry located at the southern end of the Transition Policy Area in the Lower Bull Run Subarea will be discouraged. In addition, rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) will be considered for the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run subarea is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.

Amend Policy 6 under 'Community Design Policies' (General Plan, p. 8-6):

6. The Lower Bull Run subarea is planned for one dwelling unit per three acres. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993-Zoning-Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space. Density transfer to the Lower Foley subarea is encouraged in accordance with the Density Transfer Guidelines of this Plan. affordable dwelling units) for properties in the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run subarea is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.

CPAM 2004-0006 Potomac View Age Restricted

Adopted October 28, 2005

CPAM 2004-0006, Potomac View Age Restricted Loudoun County <u>General Plan</u> Policy Amendments October 28, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendment affects Chapter 2 and the Glossary.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

C. Adult/Retirement Housing

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate to high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under "Housing Policies, General Plan pg. 2-15:

- 22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:
 - a. The proposed adult/retirement community includes on site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.
 - b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.
 - c. The proposed use is adequately served by roads, utilities, and other services.
 - d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.
 - e. The adult/retirement community is visually and physically integrated into adjacent communities.

Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County's senior population.

General Retirement Housing Policies

- 1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.
- 2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.
- 3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and

shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

- 4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.
- 5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
 - a. The availability and accessibility of established services and amenities in the surrounding area,
 - b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
 - c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.
- 6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of 'Lifelong Learning Centers' targeted to the interests of seniors.
- 7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.
- 8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.
- 9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.

- 10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the 'Universal Design Concept' in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.
- 11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

Location Policies

Active Adult Retirement Communities

- 1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.
- 2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:
 - a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,
 - b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,
 - An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

- 3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:
 - a. The proposed site is not located within the 65+ Ldn Noise Zone, and
 - b. The proposed site does not border Route 606, and
 - c. Where the proposed site immediately adjoins an area planned for Residential uses, and
 - d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and
 - e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and
 - f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and
 - h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and
 - i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

- 1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.
- 2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:

- a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,
- b. The scale, density and development pattern proposed is compatible with surrounding development patterns,
- c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and
- d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
- 3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.
- 4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.

- 2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.
- 3. The land use mix in retirement housing projects will generally comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
Residential	30%	60%
Commercial Retail and Service ¹	0%	20%
Civic Space ²	5%	No Maximum
Parks and Open Space ³	35%	No Maximum

¹Retail Policy guidance provided in the Countywide Retail Plan

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

Phasing Policies

- In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.
- 2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.

²The definition of Civic Space may include communal facilities such as clubhouses and community centers.

³Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

Design Policies

- 1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.
- 2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.
- 3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.
- 4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

- 1. The various forms of retirement communities shall meet the following criteria:
 - a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:
 - i. Private clubhouse with meeting rooms and recreational facilities;
 - Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);
 - iii. Health or fitness center; and
 - iv. Active recreation space
 - b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.

- c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.
- d. The development is adequately served by public water and wastewater utilities.
- 2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

Transportation Policies

- 1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.
- 2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.
- 3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.
- 4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

In-Home Care and Assistance Policies

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun's senior population and enable them to age in their own homes.

2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

Definitions to be added to the **General Plan** Glossary:

Active Adult Retirement Housing: Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. These communities offer an independent living environment with houses often designed to reduce maintenance requirements and cater to specific interests of the senior home buying market. Restricted to seniors above a certain age, these communities offer amenities and services tailored to this age group. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

Assisted Living/Board and Care: Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care.

Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

Congregate Housing: Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher

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degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

Continuing Care Retirement Communities: Designed to allow seniors the option to 'age-in-place', Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

Home Care and Services: Home care services are often offered within an individual's home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

Hospice: Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual's home, in an assisted care or skilled nursing facility or in a hospice facility.

Skilled Nursing Facilities: Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised

CPAM 2004-0006 Potomac View Age Restricted BOS Adopted 10/28/05 Page 1

environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.

CPAM 2004-0011 Ashburn Village Age Restricted

Adopted October 28, 2005

CPAM 2004-0011, Ashburn Village Age Restricted Loudoun County <u>General Plan</u> Policy Amendments October 28, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

C. Adult/Retirement Housing

Amendment affects Chapter 2 and the Glossary.

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate-to-high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under "Housing Policies, General Plan pg. 2-15:

- 22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:
 - a. The proposed adult/retirement community includes on site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.
 - b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.
 - c. The proposed use is adequately served by roads, utilities, and other services.
 - d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.
 - e. The adult/retirement community is visually and physically integrated into adjacent communities.

Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County's senior population.

General Retirement Housing Policies

- 1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.
- 2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.
- 3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and

shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

- 4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.
- 5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
 - a. The availability and accessibility of established services and amenities in the surrounding area,
 - b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
 - c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.
- 6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of 'Lifelong Learning Centers' targeted to the interests of seniors.
- 7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.
- 8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.
- 9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.

- 10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the 'Universal Design Concept' in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.
- 11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

Location Policies

Active Adult Retirement Communities

- 1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.
- 2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:
 - a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,
 - b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,
 - An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

- 3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:
 - a. The proposed site is not located within the 65+ Ldn Noise Zone, and
 - b. The proposed site does not border Route 606, and
 - c. Where the proposed site immediately adjoins an area planned for Residential uses, and
 - d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and
 - e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and
 - f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and
 - h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and
 - i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

- 1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.
- 2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:

- a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,
- b. The scale, density and development pattern proposed is compatible with surrounding development patterns,
- c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and
- d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
- 3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.
- 4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.

- 2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.
- 3. The land use mix in retirement housing projects will generally comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
Residential	30%	60%
Commercial Retail and Service ¹	0%	20%
Civic Space ²	5%	No Maximum
Parks and Open Space ³	35%	No Maximum

¹Retail Policy guidance provided in the Countywide Retail Plan

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

Phasing Policies

- 1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.
- 2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.

²The definition of Civic Space may include communal facilities such as clubhouses and community centers.

³Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

Design Policies

- 1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.
- 2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.
- 3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.
- 4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

- 1. The various forms of retirement communities shall meet the following criteria:
 - a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:
 - i. Private clubhouse with meeting rooms and recreational facilities;
 - ii. Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);
 - iii. Health or fitness center; and
 - iv. Active recreation space
 - b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.

- c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.
- d. The development is adequately served by public water and wastewater utilities.
- 2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

Transportation Policies

- 1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.
- 2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.
- 3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.
- 4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

In-Home Care and Assistance Policies

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun's senior population and enable them to age in their own homes.

2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

Definitions to be added to the **General Plan** Glossary:

Active Adult Retirement Housing: Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. These communities offer an independent living environment with houses often designed to reduce maintenance requirements and cater to specific interests of the senior home buying market. Restricted to seniors above a certain age, these communities offer amenities and services tailored to this age group. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

Assisted Living/Board and Care: Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care.

Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

Congregate Housing: Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher

CPAM 2004-0011 Ashburn Village Age Restricted BOS Adopted 10/28/05 Page 1

degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

Continuing Care Retirement Communities: Designed to allow seniors the option to 'age-in-place', Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

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CPAM 2004-0011 Ashburn Village Age Restricted BOS Adopted 10/28/05 Page 1

environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.

CPAM 2004-0012 Brambleton Age Restricted

Adopted October 28, 2005

CPAM 2004-0012, Brambleton Age Restricted Loudoun County <u>General Plan</u> Policy Amendments October 28, 2005

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The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate to high density development and therefore is encouraged in the Suburban Policy Area and the towns.

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The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

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- 2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.
- 3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and

shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

- 4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.
- 5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
 - a. The availability and accessibility of established services and amenities in the surrounding area,
 - b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
 - c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.
- 6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of 'Lifelong Learning Centers' targeted to the interests of seniors.
- 7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.
- 8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.
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- 11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

Location Policies

Active Adult Retirement Communities

- 1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.
- 2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:
 - a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,
 - b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,
 - An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

- 3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:
 - a. The proposed site is not located within the 65+ Ldn Noise Zone, and
 - b. The proposed site does not border Route 606, and
 - c. Where the proposed site immediately adjoins an area planned for Residential uses, and
 - d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and
 - e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and
 - f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and
 - h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and
 - i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

Continuing Care Retirement Communities Policies

- 1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.
- 2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:

- a. Where the proposed site immediately adjoins an area planned for Residential uses, the proposed design shall provide a transition between the CCRC and residential or business land use,
- b. The scale, density and development pattern proposed is compatible with surrounding development patterns,
- c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and
- d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
- 3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.
- 4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

Scale and Density Policy

1. Densities for retirement housing projects in areas planned for Residential land uses, in the Suburban Policy Area, may range up to 8 dwelling units per acre, in areas planned for High Density Residential, Business, and Industrial land uses in the Suburban Policy Area, densities may range up to 30 dwelling units per acre, with densities measured on the gross area of a parcel.

Land Use and Unit Mix Policies

1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.

- 2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.
- 3. The land use mix in retirement housing projects will generally comply with the following ratios:

Land Use Category	Minimum Required	Maximum Permitted
Residential	30%	60%
Commercial Retail and Service ¹	0%	20%
Civic Space ²	5%	No Maximum
Parks and Open Space ³	35%	No Maximum

¹Retail Policy guidance provided in the Countywide Retail Plan

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

Phasing Policies

- 1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.
- 2. The County supports the development/management entity partnering with local providers of assisted living and skilled nursing facilities to meet the changing needs of residents of independent living retirement housing projects, as the project builds out.

²The definition of Civic Space may include communal facilities such as clubhouses and community centers.

³Where retirement housing projects develop at densities between 0 and 16 dwelling units per acre, a minimum of 35% of the gross site area shall be developed as Parks and Open Space. Where retirement housing projects develop at densities between 17 and 30 dwelling units per acre, a minimum of 45% of the gross site area shall be developed as Parks and Open Space. The extent to which these Parks and Open Spaces may be public will be determined on a case-by-case basis during the legislative review of an application based on the need of the Suburban Community within which the proposed project is located and creates a public need for such facilities, the extent of the site, the type of retirement community proposed, site design and the public access to the site. Retirement housing projects outside of the Suburban Policy Area will apply the open space policies of the relevant Policy Area.

Design Policies

- 1. The County seeks to foster a sense of community through the layout and design of buildings, open space and community amenities and services within all forms of retirement communities. Variations in unit type, lot size, site layout and architectural design should promote design diversity while ensuring an integrated character for the project as a whole. Smaller lot sizes are generally encouraged to minimize exterior maintenance.
- 2. A hierarchy in outdoor spaces should be used to serve as focal points within communities and neighborhoods, create outdoor gathering spaces and define the transition between the public and private realms.
- 3. Retirement communities should be integrated to the extent feasible into the physical fabric of surrounding communities, existing and planned, through site layout, building orientation, architectural design, scale, massing, exterior detail, landscaping and shared open spaces.
- 4. To avoid the appearance of an institutional use, retirement housing in the form of multi-level structures and similar buildings associated with assisted living facilities and skilled nursing facilities should be designed in a manner that breaks down the mass of building(s). Where this is not possible, façade treatment and exterior detailing should relieve extensive blank surfaces. Landscaping, buffering and layout of common and green spaces may further minimize incompatibilities with surrounding low-density residential and non-residential developments.

Amenities and Services Policies

- 1. The various forms of retirement communities shall meet the following criteria:
 - a. The development ensures the provision on-site or within a safe and convenient distance the following amenities and services:
 - i. Private clubhouse with meeting rooms and recreational facilities;
 - ii. Retail uses in direct support of the development (i.e. grocery/convenience store, pharmacy, medical services, barber shop, beauty shop, personal care facilities, eating and drinking establishments, bank, business services, laundry, cleaners, and other similar retail uses);
 - iii. Health or fitness center; and
 - iv. Active recreation space
 - b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.

- c. The development shall ensure access to amenities and services through alternate modes of transportation such as pedestrian access, bicycle facilities and public and/or private mass transit facilities such as mini-bus or shuttle services.
- d. The development is adequately served by public water and wastewater utilities.
- 2. The County encourages that commercial retail and service uses proposed as part of retirement communities, but not located internal to the community, be available for public use and designed in a manner that integrates the retirement community with surrounding neighborhoods.

Transportation Policies

- 1. All new proposals for retirement communities shall demonstrate that safe and convenient pedestrian (sidewalks or trails) and/or bicycle facilities exist or will be in place when senior residents move into the development to connect the proposed development with amenities and services available within reasonable distances in the surrounding area. Where developments are constructed in phases, the County seeks the concurrent development of pedestrian and bicycle facilities within these phases.
- 2. All new proposals for retirement communities shall integrate transit facilities such as shuttle or mini-bus service and/or work with local and regional transit authorities/providers not limited to Loudoun Transit and the Northern Virginia Regional Transit Authority, to ensure seniors access to local and regional amenities and services.
- 3. Working in collaboration with the Virginia Department of Transportation, the Metropolitan Council of Governments and agencies such as the American Association of Retired Persons, the County will review and amend as necessary the Revised Countywide Transportation Plan to ensure accommodation of the transportation and mobility needs of senior populations.
- 4. Retirement communities or other uses, public and private, that cater to seniors shall include in their designs covered bus shelters with seating or covered space for seniors to congregate near building entrances or other such locations while they wait to board buses, shuttles and other such mass transit facilities.

In-Home Care and Assistance Policies

1. The County will support private sector efforts aimed at assisting seniors who wish to live in their own homes through the provision of technical assistance, etc. This is intended to facilitate the adequate and timely provision of services such as in-home care and assistance, home rehabilitation and remodeling to address the changing needs of Loudoun's senior population and enable them to age in their own homes.

2. The County will review and revise its regulatory documents as appropriate to offer seniors opportunities that may enable them to age in their own homes such as allowing second kitchens within single-family homes for caregivers.

Definitions to be added to the **General Plan** Glossary:

Active Adult Retirement Housing: Active adult retirement communities offer a form of housing most similar to traditional residential development. This housing type is tailored to the specific interests and desires of seniors and reflects a lifestyle choice. These communities offer an independent living environment with houses often designed to reduce maintenance requirements and cater to specific interests of the senior home buying market. Restricted to seniors above a certain age, these communities offer amenities and services tailored to this age group. These active-adult age-restricted communities cater to seniors seeking a living environment among similar age groups who share like interests and have the necessary leisure time. Such active adult dwelling units may also be found in age-targeted communities where they commingle with traditional family housing.

Assisted Living/Board and Care: Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care.

Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

Congregate Housing: Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher

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degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

Continuing Care Retirement Communities: Designed to allow seniors the option to 'age-in-place', Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

Home Care and Services: Home care services are often offered within an individual's home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

Hospice: Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual's home, in an assisted care or skilled nursing facility or in a hospice facility.

Skilled Nursing Facilities: Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised

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environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.

CPAM 2004-0023 Erickson

Adopted October 28, 2005

CPAM 2004-0023, Erickson Loudoun County <u>General Plan</u> Policy Amendments October 28, 2005

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through July 5, 2005) on October 28, 2005. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>.

Delete text C. Adult/Retirement Housing, General Plan pg. 2-14:

C. Adult/Retirement Housing

Amendment affects Chapter 2 and the Glossary.

The County recognizes the increasing need for housing for the active elderly as the population continues to age and supports the location of age restricted retirement communities in the County. Such uses should be a component of other housing or mixed use projects so that residents can be fully integrated into the community. Housing for the active elderly also should incorporate on-site facilities and services or ensure that residents have convenient access to needed services and amenities. Such housing is typically moderate to high density development and therefore is encouraged in the Suburban Policy Area and the towns.

Delete Policy 22 under "Housing Policies, General Plan pg. 2-15:

- 22. Adult/retirement communities are encouraged in areas where conventional residential development is also located, provided:
 - a. The proposed adult/retirement community includes on site services and amenities to serve the elderly community or is within a safe walking distance to such services and amenities.
 - b. The proposed density and design of the adult/retirement community is compatible with surrounding residential and non-residential uses.
 - c. The proposed use is adequately served by roads, utilities, and other services.
 - d. The adult/retirement community complies with the relevant design and location criteria for Suburban Residential Neighborhoods.
 - e. The adult/retirement community is visually and physically integrated into adjacent communities.

Add text and new policies after Housing Policies, General Plan pg. 2-15:

C. Retirement Housing

The County recognizes the increasing need for housing for seniors as the population continues to age. Diverse interests, needs and abilities characterize this segment of the population, broadly defined as those persons who are 55 years of age or older. To cater to such diverse interests and offer seniors a variety of housing choices, the County promotes a wide variety of housing options including active adult age restricted retirement communities, continuing care retirement communities, assisted living facilities and skilled nursing facilities. The County encourages the development of communities that offer a continuum of care and/or otherwise allow seniors the option of aging-in-place. At the same time, the County will consider development proposals that cater to the interests of segments of the senior housing market who desire to live in active-adult age-restricted communities. The County encourages the development of retirement communities as components of other residential or mixed-use projects to offer seniors the advantages derived from proximity and access to the services and amenities offered within larger master planned communities. Retirement housing projects should incorporate on-site services and amenities or ensure that residents have convenient access to needed services and amenities through a variety of transportation options.

The County recognizes that housing choices made by seniors vary and that retirement housing developments exhibit different characteristics in order to serve a wide range of needs. It is the intent of these policies to encourage and provide guidance and direction for all types of retirement housing opportunities. It is anticipated that these policies be applied to accommodate a wide diversity in housing stock and a range of incomes in the County's senior population.

General Retirement Housing Policies

- 1. The County encourages a balance among the different retirement housing types such as active adult, independent living units, congregate living, assisted living facilities and skilled nursing facilities in an effort to meet the continuing needs of retirement age populations and offer seniors a variety of housing choices. Commitment to age restrictions shall be accomplished through the legislative process.
- 2. To ensure that seniors have access to a range of housing choices, the County encourages the development of a mix of housing types such as single family detached units, single family attached units, multi family units, garden apartments, clustered housing and courtyard units with variations in unit design and lot dimensions within the larger retirement community.
- 3. The County seeks to integrate retirement housing projects that develop as components of larger master planned mixed-use communities into the larger community. The projects should minimize incompatibilities with surrounding development patterns through integrated design schemes, streetscape design, layout of open spaces and common civic areas, and

shared access to amenities and services such as retail centers and recreational facilities within the master planned community.

- 4. The County promotes the development of affordable housing opportunities within all forms of retirement communities in accordance with the Affordable Dwelling Unit (ADU) provisions of the Loudoun County Zoning Ordinance and the ADU program regulations. The County will amend the ADU program regulations, as necessary, to clarify the exemption of senior citizens from the first-time homebuyer clause outlined in these regulations.
- 5. In evaluating the appropriateness of proposed retirement communities as infill developments, the County will consider the following criteria:
 - a. The availability and accessibility of established services and amenities in the surrounding area,
 - b. The compatibility of the proposed retirement housing project with surrounding development patterns. Compatibility is measured in terms of proposed density/use intensity, scale and development pattern, and
 - c. The adequacy of the transportation infrastructure, both road networks and pedestrian facilities, to support the proposed development. The County will further consider, as appropriate, the availability of bicycle facilities and transit services such as mini-bus or shuttle services.
- 6. The County encourages the development of partnerships with educational institutions to promote and facilitate the development of 'Lifelong Learning Centers' targeted to the interests of seniors.
- 7. The County will amend the Loudoun County Zoning Ordinance to create a new zoning district, Planned Development Continuing Care Retirement Communities (PD-CCRC), to facilitate the development of continuing care retirement communities, assisted living facilities and skilled nursing facilities.
- 8. The County will review and amend as necessary the Loudoun County Zoning Ordinance to allow senior centers and adult day care centers as special exception uses in residential zoning districts and as permitted or special exception uses in the PD-AAAR (Planned Development Active Adult Age Restricted) zoning district and appropriate non-residential zoning districts that support retirement communities, to ensure that seniors have convenient access to support services proximate to their communities.
- 9. The County will review and amend as necessary its capital facilities policies and adopted procedures for determining the capital facilities impacts associated with retirement housing projects to reflect the service demands of senior populations.

- 10. The County will develop incentives to encourage the provision of a certain percentage of residential units designed to meet the changing needs of seniors within all new residential developments. This may be achieved through mechanisms such as the incorporation of the 'Universal Design Concept' in design schemes. The County encourages the provision of a variety of housing choices in both existing neighborhoods and proposed developments offering seniors the option of aging in place within their community.
- 11. A fiscal impact analysis shall accompany all applications for retirement communities to demonstrate the impact of the proposed land use on the long-term economic viability of the County.

Location Policies

Active Adult Retirement Communities

- 1. Areas planned for Residential land use are the preferred location for the active adult retirement communities in the Suburban Policy Area and the Joint Land Management Areas surrounding the incorporated towns in the County.
- 2. The County will evaluate proposed applications for active adult retirement communities in areas designated for Business communities and in areas designated for High Density Residential within the Suburban Policy Area based on how well the proposed use meets all of the following evaluation criteria:
 - a. The proposed site immediately adjoins an area planned for Residential uses and the proposed design provides a physical transition or incorporates a natural transition between the residential land use and business use,
 - b. The scale, density and development pattern proposed is compatible with surrounding development patterns, both existing and planned,
 - c. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.

- 3. The County will evaluate proposed applications for active adult retirement communities in areas designated for industrial uses within the Suburban Policy Area based on whether the proposed use meets the following evaluation criteria:
 - a. The proposed site is not located within the 65+ Ldn Noise Zone, and
 - b. The proposed site does not border Route 606, and
 - c. Where the proposed site immediately adjoins an area planned for Residential uses, and
 - d. The proposed development is adjacent to and provides access to a larger master-planned (but not age-restricted) residential community larger than 1,700 acres, and
 - e. The scale, density and development pattern proposed is compatible with surrounding development patterns, and
 - f. An adequate transportation infrastructure including a road network, pedestrian and bicycle facilities and public and/or private transit opportunities is available to serve senior residents, and
 - g. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community, and
 - h. The proposed development is separated from adjacent industrially-planned properties by a natural boundary or feature, such as an area of floodplain, and
 - i. The proposed development is not adjacent to land that is designated for Extractive Industry on the Land Use Map.

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- 1. The County encourages the development of continuing care retirement communities (CCRCs) which are intended to provide seniors a continuum of care and the option of aging in place through the provision of independent living units, assisted living facilities and skilled nursing facilities as well as an array of services and amenities.
- 2. Areas planned for Business and Residential uses are considered appropriate locations for continuing care retirement communities in the Suburban Policy Area and Joint Land Management Areas surrounding the incorporated towns in the County subject to the following evaluation criteria:

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- b. The scale, density and development pattern proposed is compatible with surrounding development patterns,
- c. An adequate transportation infrastructure including a road network, pedestrian and/or bicycle facilities and public and/or private transit opportunities are available to serve senior residents, and
- d. The site offers the advantages of integration with a larger master-planned residential or mixed-use development such as access and proximity to commercial retail, services and recreational facilities within the larger community.
- 3. In the Transition Policy Area, the County supports the development of retirement housing in the form of active adult and continuing care retirement communities. These developments should generally follow the design guidelines outlined for villages with densities not to exceed the maximum permissible rezoning densities in the respective Transition Policy Area subarea.
- 4. The County encourages the location of active adult and continuing care retirement communities near commercial and retail centers within towns, along main streets, near or at town and urban centers and transit stations, and near the commercial cores within larger master planned communities, to ensure senior residents the benefits of safe and convenient access to the amenities and services typically available in such pedestrian oriented, mixed-use environments.

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1. Assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care than typically associated with active adult retirement communities shall be viewed as residential uses for the purposes of application of the land use mix ratio.

- 2. When developed as part of a continuing care retirement community (CCRC), the number of units/beds proposed in assisted living facilities, skilled nursing facilities and similar senior care facilities shall be counted as residential units for the purposes of estimating the CCRC unit mix.
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¹Retail Policy guidance provided in the Countywide Retail Plan

4. Densities for assisted living facilities, skilled nursing facilities and similar senior care facilities that offer a higher degree of care shall be calculated as a percentage of the total dwelling units of the continuing care retirement community (CCRC). These unit types shall constitute a minimum of 15% of the total dwelling units of the CCRC.

Phasing Policies

- 1. In Continuing Care Retirement Communities where assisted living and skilled nursing facilities are provided, these facilities shall be phased with the development of the independent living units, such that residents of the independent living units have access to assisted living and skilled nursing care as the project builds out or must provide an alternate means of providing care.
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 - b. The development shall ensure that recreational, cultural, and educational facilities (i.e. golf course, religious facilities, medical care facility, and passive recreation space) for the use of residents, employees, and their guests are available on-site or within 10 miles of the site.

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Assisted Living/Board and Care: Assisted living facilities (ALF), often also known as residential care, board and care, personal care, congregate care or sheltered living facilities, are facilities designed for the care of seniors. These facilities provide varying degrees of personal care, assistance and support services to seniors who need help with daily activities (dressing, bathing, grooming, administering medication) and do not require skilled medical/nursing care.

Levels of care and service vary widely with most communities typically providing meals, laundry and housekeeping. The scale and type of facilities also vary with facility size ranging anywhere between 20 to 200 units, in a single-family home to an apartment style building. Assisted living facilities may also occur individually or in conjunction with/as part of a continuing care retirement community or life care community.

One of the most distinguishing features between ALFs and congregate housing is that services such as housekeeping are offered in the former more as a necessity and in the latter more as a convenience for independent residents. Many states impose licensing requirements on facilities where a higher degree of physical care is provided such as assistance with personal hygiene or medical management would often trigger licensure requirements rather than transportation facilities or housekeeping services such as linen and laundry.

Congregate Housing: Historically congregate housing referred to a group living environment which offered a degree of care and assistance to seniors who needed some assistance but were for the most part capable of independent living. These services were intended to return the seniors to a semi-independent lifestyle while providing them with necessary social contacts and were primarily intended to prevent premature institutionalization.

Today, congregate housing refers to a form of independent group living where seniors live independently, but in a multifamily structure, sharing common areas, amenities, services and other social activities. Most of their meals are taken in common dining facilities. A higher

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degree of personal care or assistance is typically not provided in this form of housing. Individual residential units are usually apartment style units, and many offer seniors the option of designing/adapting the unit to facilitate senior living such as wheelchair accessibility.

As congregate housing developments typically do not offer long-term care commitments such as in life-care communities and continuing care retirement communities, there are no high upfront financial commitments. Often these units are rented, rather than sold and this makes them an affordable relatively short-term investment for seniors looking for the advantages of group living with independent units.

Continuing Care Retirement Communities: Designed to allow seniors the option to 'age-in-place', Continuing Care Retirement Communities (CCRC), also known as Life Care Communities, offer a continuum of care. Predominantly comprised of independent living units, these communities include supporting assisted living and skilled nursing facilities. Designed as residential campuses, they guarantee residents lifelong care and residence, unlike other forms of retirement housing. Seniors typically move into independent living units and if a higher degree of health care is necessary they are able to move into the assisted living or skilled nursing facility, on a temporary or permanent basis, without having to move out of the community to obtain the needed care.

Home Care and Services: Home care services are often offered within an individual's home by private home care agencies. Service levels may be tailored to the needs of the individual and offered on an hourly, daily, weekly or monthly basis. Service may also be intensive enough to be offered on a continual basis up to 24 hours a day. Home care services are often a more cost effective alternative to expensive hospital care or extended periods of stay in an assisted living or skilled nursing facility. This option is often amenable to seniors who wish to stay in their homes and live independent lives rather than move to a retirement community or assisted living facility.

Hospice: Hospices are designed to provide physical and emotional support to individuals in the final phase of a terminal illness. This form of specialized care seeks to enable patients to spend their last days with dignity and as comfortably as possible. Hospice care can be made available in several settings: in the privacy of an individual's home, in an assisted care or skilled nursing facility or in a hospice facility.

Skilled Nursing Facilities: Nursing homes, nursing care facilities and convalescent homes are state licensed and regulated facilities that offer elderly persons a higher level of skilled medical care with round-the-clock nursing services. These facilities offer in addition to room and board, personal and medical care and are typically more expensive than assisted living facilities on account of the higher degree of care made available. These facilities are required to be individually certified by the State for Medicare and Medicaid and accept several payment options including Medicare, Medicaid, private insurance carriers and private funds.

Nursing facilities often offer multiple levels of care, from basic care to higher degrees of skilled care. Basic care level is intended to assist a resident with daily activities pertaining to personal care, mobility, and hygiene to maintain the overall health of the resident in a supervised

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environment. Higher degrees of skilled care require the services of registered nurses and service levels may vary from regular periodic treatments and procedures to comprehensive in-patient care designed for someone with an acute illness, disease or injury.

CPAM 2004-0025 Stonegate

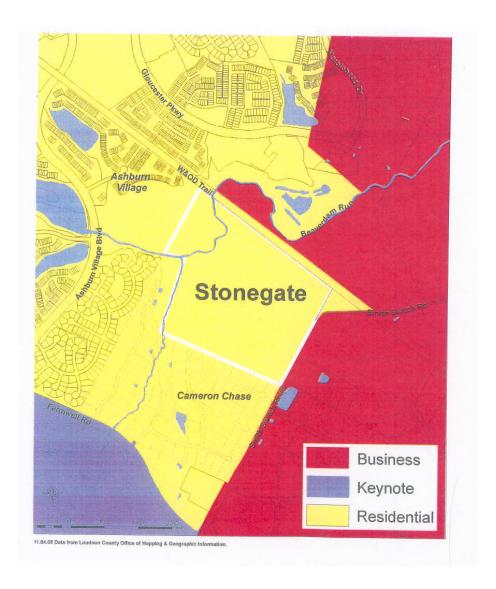
Adopted February 7, 2006

CPAM 2004-0025 Stonegate February 7, 2006

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised</u> <u>General Plan</u> (Revised July 23, 2001 and amended through October 28, 2005) on February 7, 2006.

Amendment affects the Planned Land Use Map.

Change the designation of the Stonegate property, the Cameron Chase subdivision, the Cameron Chase Village Center, the Commonwealth Recreation Partners parcel (the Ashburn Ice House), and the Northern Virginia Regional Park Authority maintenance shed parcel from Business and Keynote Employment to Residential.



CPAM 2006-0001 Proffered Land Sites Valuation Credit Methodology

Adopted June 14, 2006

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CPAM 2006-0001, Proffered Land Sites Valuation Credit Methodology Loudoun County General Plan Policy Amendments Adopted June 14, 2006

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through February 7, 2006) on June 14, 2006. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapters 3 and 11.

Chapter 3 – Fiscal Planning and Public Facilities

Amend Policy 8 under 'B. Proffers, Proffer Policies' (General Plan, p. 3-5)

8. For the purposes of evaluating proffers <u>for public use sites</u>, the per-acre value for public use land that does not require any improvements to be completed by the developer will be determined on the applicant's undeveloped parcel in a pre rezoned state <u>by appraisal of the market value of the site based upon comparison of properties with similar densities suggested by the Planned Land Use Designation in the Revised General Plan. The appraisal shall be paid for by the developer and provided to the County.</u>

Chapter 11 – Implementation

(Add 'Proffer Guidelines, A. Capital Facilities' Guideline 5 (General Plan, p.11-2)

5. A developer proffering a land site as a part of an active re-zoning application shall contact Loudoun County for a list of appraisal firms approved by the County to determine the market value of land at its planned land use designation in the Revised General Plan. The developer shall contact one of the approved appraisal firms and request an appraisal. The cost of the appraisal will be paid for by the developer.

CPAM 2005-0005 Amendments to the Rural Policies of the Loudoun County Comprehensive Plan

Adopted September 6, 2006

CPAM 2005-0005 Amendments to the Rural Policies of the Loudoun County Comprehensive Plan September 6, 2006

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through June 14, 2006) on September 6, 2006.

Strikethrough text is deleted from the General Plan.

Underlined text is added to the General Plan.

Amendments affect <u>Revised General Plan</u> Chapters 2, 7, and 11, and <u>Revised Countywide Transportation Plan</u> Chapter 3.

REVISED GENERAL PLAN

Delete 'Rural Policy Area' text (Revised General Plan, p. 2-11b.):

The southern tier of the Rural Policy Area will provide for residential densities of one dwelling unit per 50 acres or one dwelling unit per 20 acres, if clustered, to reinforce the existing low-density pattern and ensure retention of rural economic uses. Residential development will be allowed in the balance of the Rural Policy Area at densities of one dwelling unit per 20 acres or one dwelling unit per 10 acres, if clustered. Clusters will incorporate conservation design techniques. Provisions to allow subdivision for farm viability and family will be made as long as net densities are not exceeded.

Add new 'Rural Policy Area' text (Revised General Plan, p. 2-11b):

The Rural Policy Area is divided into two tiers, the northern tier and southern tier, which recommend different base residential densities in response to the dominant rural land use and development patterns of these distinct geographic areas. The northern tier (defined generally as north of Goose Creek and North Fork of Goose Creek to the County border with Montgomery, Frederick and Washington Counties, Maryland; Jefferson County, West Virginia; and Clarke County Virginia) is characterized by a mix of smaller lots interspersed with larger parcels still in agricultural use. The southern tier (defined generally as south of Goose Creek and North Fork of Goose Creek to the County border with Clarke, Fauquier and Prince William Counties, Virginia) is characterized by an existing large lot pattern and is the center of Loudoun's equine industry. Appropriate zoning districts reflecting these historic lot patterns will be developed and mapped for the respective tiers. The Rural Policy Area is planned for rural economy uses and limited residential development. Among residential uses, clustered developments are the preferred development pattern in the Rural Policy Area. Clustered developments allow landowners to group residential lots in a traditional community pattern so that a substantial amount of the remaining land is available for rural economy uses, traditional agriculture and/or open space.

Amend 'Land Use Pattern and Design' text (Revised General Plan, p. 7-7):

The Plan recognizes the failure of previous County efforts to control rural residential growth and proposes new policies, incentives and supporting regulations that will lower overall densities, while providing balance and flexibility in terms of land use and design. Future residential development should be clustered to protect groundwater resources, preserve open space and the

Green Infrastructure, enhance the rural economy, and reduce potential congestion on rural roads.

Amend Policy 1 under 'Land Use Pattern and Design Strategy' (<u>Revised General Plan</u>, p. 7-8):

1. The County values the rural character of the Rural Policy Area, formed by the elements of the Green Infrastructure and the working landscape, and will protect it by supporting and enhancing the rural economy, through regulations in the land development ordinances.

Amend Policy 18 under 'Rural Economy Policies' (Revised General Plan, p. 7-11):

18. Country Clubs and Golf courses in rural areas will be permitted only by Special Exception.

Amend 'Rural Residential' text (Revised General Plan, p. 7-14 through 7-15):

The basic concept underpinning the County's strategy for the Rural Policy Area is to protect the land resource of the area for rural economy uses and to provide a balance of residential and non-residential uses that enhance a rural quality of life. Such uses require prime agricultural soils; protect open land and rural character; maintain fiscal balance; and relieve the strain of rural residential development on rural road capacity and service delivery. To accomplish these goals, the County must limit the number of houses in the Rural Policy Area and direct new residential development, there and countywide, to locations that are consistent with County goals. A variety of residential development options exist within the Rural Policy Area, including conventional subdivision, spin-off lots, and rural clusters. The appropriateness of each development option will vary depending on site-specific characteristics such as parcel size, road access and location.

The County recognizes that rural residential living provides a high quality of life and responds to a substantial market niche. The County is also aware that rural land values are in part related to the development potential for housing and as such retaining acceptable land value has been considered in establishing rural residential policies. An appropriate balance has been set that adheres to the following objectives:

- Provide for a wide variety of land parcel sizes that will meet the needs of the rural economy and provide room for growth of rural residential neighborhoods.
- Encourage rural residential clustering and the use of communal water and wastewater systems. Analysis has shown that clustered lots are equal in value to "grid" lots at the same density.¹
- Require all rural residential development to incorporate existing Green Infrastructure elements into the design of the site.

The Plan provides two rural residential areas each with cluster options as described below:

1. The southern tier (defined generally as south of Goose Creek and North Fork of Goose Creek to the County border with Fauquier County and west of the Transition Policy Area).

¹ Analyses of Value Retention of Rural Area Development Options (Loudoun County), Robert Charles Lesser & Company, August 2000.

This area is characterized by an existing large-lot pattern with a significant number of land parcels already under easement. It is the center of Loudoun's equine industry and an important part of the rural economy. It surrounds Middleburg, a major tourist attraction, and includes many historic structures and sites including important Civil War sites of cultural importance and tourist interest. It covers a substantial portion of the Mosby Heritage Area and the Beaverdam Historic Roadways District as well as several agricultural districts that already have established 50-acre minimum lot sizes. Limiting residential growth in this area will reduce the need for additional road capacity and support these programs. There is also strong citizen support for keeping Route 50, which bisects the area, a two-lane road that is the subject of a "traffic calming" initiative from Aldie in Loudoun County to Paris in Fauquier County. As such, the Plan calls for this area to develop at a base density of 40 acres per lot, with development options to spin-off residential lots at the equivalent of one dwelling unit per 20 acres or cluster residential lots at the equivalent of one dwelling per 15 acres.

The relationship of the natural landscape and residential development is significant in defining the rural character of the area.

2. The Remainder of the Rural Policy Area (defined generally as north to and west of the Potomac River and west of the Transition Policy Area).

The existing land use pattern in this area is mixed, with a large number of smaller lots interspersed with large parcels still in agricultural use. Many of the new rural economy uses in the area require land parcels ranging from 10 to 50 acres in size. Therefore, a balanced approach that provides for the further development of clustered rural residential neighborhoods that provide a variety of lot sizes while preserving large parcels for future rural economy enterprises is appropriate. Rural character will be preserved through the implementation of the Green Infrastructure policies. Within this area, environmental overlay districts contained in the Zoning Ordinance will provide special protection for these critical environmental features. As such, the Plan calls for this area to develop at a base density of 20 acres per lot, with development options to cluster or spin-off residential lots at the equivalent of one dwelling unit per 5 acres.

Amend Policy 1 under 'Rural Residential' text (Revised General Plan, p. 7-15):

1. The Rural Policy Area is comprised of three geographic areas governed by unique land use policies. These subareas include the southern one-third of the Rural Policy Area, Existing Villages, and the northern two-thirds of the Rural Policy Area. The County will develop and implement rural design standards that protect the Green Infrastructure and rural character of the Rural Policy Area in every subarea.

Amend Policy 2 under 'Rural Residential Policies' (Revised General Plan p. 7-15):

2. The southern part of the area is planned for rural economy uses and limited residential development at a base density of 40 acres per lot. In this area, residential densities can be increased up to one dwelling unit per 20 acres when it is developed in a spin-off lot subdivision, or up to one dwelling unit per 15 acres when it is developed in a cluster pattern

leaving substantial amounts of land available for rural economy uses.

Amend Policy 3 under 'Rural Residential Policies' (Revised General Plan p. 7-15):

3. The northern part of the Rural Policy Area is planned for rural economy uses and limited residential development at a base density of 20 acres per lot. Likewise, residential densities in this area can be increased up to one dwelling unit per 5 acres when it is developed in a clustered pattern or a spin-off lot subdivision leaving substantial amounts of land available for rural economy uses.

Amend Policy 8 under 'Rural Residential Policies' (Revised General Plan, p. 7-16):

8. In order to enable a property-owner to generate capital from the sale of a lot, the County will provide for a spin-off lot subdivision process. Spin-off lots may be as small as 80,000 square feet (approximately 2 acres), can be clustered, and can be served by a private access easement as provided by the Zoning Ordinance for the applicable zoning district. The lots created by the spin-off process would be counted against density permitted by the originating tract.

Amend Policy 9 under 'Rural Residential Policies' (Revised General Plan, p. 7-16):

9. A variety of residential unit types and accessory apartments will be permitted by the Zoning Ordinance in the Rural Policy Area to achieve affordability.

Amend Policy 11 under 'Rural Residential Policies' (Revised General Plan, p. 7-16):

11. Rural Cluster developments allow landowners to group lots in a traditional rural community pattern, while preserving the majority of the land base for rural economy uses. A Rural Cluster is the grouping of building units on lots of varying sizes with the largest part of the site remaining in open land. Lots served by on-site water and on-site wastewater within a rural cluster may be a minimum of 40,000 square feet (approximately 1 acre). Lots served by on-site water and off-site wastewater within a rural cluster may be a minimum of 20,000 square feet (approximately 1/2 acre). Lots served by communal water and wastewater within a rural cluster will have no minimum lot size. A variety of lot sizes is encouraged within all rural clusters to provide a diversity of housing types and rural economy uses. The residual open land in a cluster accounts for the overall lower density of the site, and will serve to accommodate rural economy uses and preserve rural character. Rural economy uses are encouraged on any and all residential lots.

Amend Policy 12 under 'Rural Residential Policies' (Revised General Plan, p. 7-16):

12. The County may consider a cluster to include the siting of houses in a group and not just the siting of lots on a parcel. The cluster should incorporate existing Green Infrastructure elements into the design and preserve the rural character of the site.

Amend Policy 13 under 'Rural Residential Policies' (Revised General Plan, p. 7-16):

13. In locating the open space required for a Rural Cluster, the following site features should be considered to ensure that the land kept in open space provides for appropriate rural economy uses:

- a. Percent of open space area that is made up of prime agricultural soils;
- b. Size of the area that is usable for agricultural production;
- c. Contiguity of open space area to other designated open space or agricultural land;
- d. Relationship of development of adjacent properties to the agricultural activity on the open space area;
- e. Relationship of non-agricultural use of the open space area to adjacent agricultural uses; and
- f. Unique site features and Green Infrastructure implementation.

Amend Policy 14 under 'Rural Residential Policies' (Revised General Plan, p. 7-16):

14. The County will identify options for affordable housing in the rural area not covered by the ADU zoning ordinance and work toward an implementation plan.

Add new Policy 15 under 'Rural Residential Policies' (Revised General Plan p. 7-16):

15. The Board will immediately establish a transportation impact fee, as permitted by current law, and further, the Board will seek authority from the state legislature to establish impact fees in the Rural Policy Area, where rezoning applications are not permitted, to help cover the costs of constructing new capital facilities.

Amend 'Rural Policy Area Design Guidelines' text (Revised General Plan, p. 11-16):

1. Rural Clusters

a. Purpose and Function

Rural clusters allow lots to be grouped in a traditional rural community pattern while retaining the majority of a site in common open space and/or rural economy lots. Rural clusters will support predominantly single-family detached residential development. Clusters should be designed to protect groundwater resources, preserve open space and the Green Infrastructure, enhance the rural economy, enhance opportunities for alternative and passive energy residences, and reduce potential congestion on rural roads.

b. Size

Clusters should comprise 5 to 25 lots and be surrounded by rural economy lots and/or common open space. The minimum lot size in a cluster shall be determined based on the type of water and wastewater to be provided to the individual lot. A variety of lot sizes is encouraged to provide a diversity of housing types and rural economy uses. While more than one cluster may be accommodated on a tract of land, such settlements should be physically and visually separated from adjoining residential and rural economy uses.

c. Physical Character

The new rural cluster lots may be designed along a road and/or around a green/square or historic site feature with the dwellings arranged in a logical relationship with one another and with the surrounding landscape. Lot sizes and setbacks should be flexible to provide a tight cluster and maximize open space. While lots in the rural cluster may not front on an existing through road, the County will consider proposals to build a small bypass and to use the mature hedgerows and trees of the existing road in a new cluster design.

d. Location and Formation

The new rural cluster should generally have two points of access to an existing collector or secondary road. Every effort should be made to keep existing villages and towns and new clusters visually distinct. The design and layout of the cluster should use existing topography, hedgerows, mature woodlands and other site features to blend with the rural and scenic quality of the landscape.

e. Land Uses

Single-family detached houses would be the permitted use in new rural clusters. The land not associated with the cluster itself should remain open for and available for rural economy uses. Also to the extent feasible rural economy uses are encouraged on any and all residential lots within a cluster.

f. Transportation

No lot of a new rural cluster may front on an existing public road unless a substitute "bypass" road is constructed. Rural cluster lots should front on a paved public road.

CPAM 2005-0007 Arcola Area/Route 50 Comprehensive Plan Amendment

Adopted October 17, 2006

The following policy language and land use map will be added to the <u>Revised General Plan</u> as a specific plan for the Arcola Area/Route 50 Corridor. Other policies of the Comprehensive Plan will apply as appropriate. Double strike-through text at the end of this document is to be deleted from the <u>Revised General Plan</u>, Chapter 4, Policy 11, pg. 4-9, and CPAM 1996-0001, Countywide Retail Policy Plan Amendment (Retail Plan).

Arcola Area/Route 50 Corridor Plan

INTRODUCTION

The following policies and Arcola Area/Route 50 Land Use Map are intended to implement the recommendations of the Route 50 Task Force. The Route 50 Task Force, consisting of members from various organizations including the County's Economic Development Commission, the Loudoun Convention and Visitors Association, the Metropolitan Washington Airports Authority, property owners, area residents, developers and representatives of heritage and cultural resources groups, was formed to address land use and transportation issues along the Route 50 corridor and make recommendations that would help create an attractive gateway to Loudoun County. This gateway is intended to recognize and strengthen the area's heritage and cultural resources, promote economic development and tourism, and contain development, transportation, and infrastructure improvements that are tailored to the unique and pressing needs of the area. The Route 50 Task Force submitted their Final Report to the Board of Supervisors on July 19, 2005.

The Route 50 corridor is planned for a modified Business and modified Industrial Community. The policies guiding the Business and Industrial Communities in the Route 50 Corridor are intended to be supplemental to the policies governing Business and Industrial Communities countywide.

General Policies

- 1. The County anticipates the development of Business and Industrial communities in the Route 50 corridor.
- 2. Destination retail uses are limited to a portion of the planned Business area on the north side of the Route 50 corridor except as permitted in hybrid retail centers (See Arcola Area/Route 50 Corridor Planned Land Use Map).
- 3. The County anticipates the revitalization of the Village of Arcola through a mix of uses that will function as an alternative shopping and working environment to the nearby planned Business uses. New residential uses within the Village of Arcola and the Village Perimeter Transition Area are permissible.
- 4. While the County will seek to maintain the viability of existing industries within the Village of Arcola and Village Perimeter Transition Area, new industrial uses requiring

- outside material, equipment storage, heavy equipment repair, and similar activities will be located outside the Village of Arcola and Village Perimeter Transition Area.
- 5. The County envisions a Village Perimeter Transition Area surrounding the Village of Arcola that provides a transition between the smaller scale uses and compact pedestrian-friendly design of the Village and the larger footprint retail and employment uses nearby.
- 6. The Arcola Area/Route 50 Corridor Planned Land Use Map provides additional direction for the transportation network within the corridor. Final alignments may be adjusted through the development review process provided the function and capacity of the system is not reduced.
- 7. New development will achieve and maintain acceptable levels of transportation service by completing the planned road network and supporting alternative transportation modes. It is anticipated that new road and transportation proffers will be provided in the initial phases of new developments.
- 8. The County supports the creation of a mixed-use business zoning district as a means to implement the policies of the Arcola Area/Route 50 Corridor Plan.
- 9. The County supports residential uses at a maximum of three stories in height.
- 10. All development proposals will conform to the Route 50 Entrance Gateway Guidelines.
- 11. Within the Route 50 Business Community, the development of new residential uses will be made contingent upon the prior or concurrent construction of light industrial or office uses to accomplish the following:
 - a. To maintain the office and light industrial uses as the predominant uses on the property during each phase of the development; and,
 - b. To best balance the fiscal costs and benefits of the project.

Architectural Design Policies

- The County shall develop general design guidelines to support architectural consistency throughout the corridor area to promote a sense of place and provide attractive areas for business and tourism opportunities.
- 2. The County shall encourage the submission of architectural guidelines for all new developments.

- 3. The County recommends the establishment of a Route 50 Architectural Review Advisory Board or Committee as part of the Route 50 Task Force to assist in developing and refining architectural guidelines for the Route 50 corridor.
- 4. The County will consider incentives for property owners to upgrade their buildings by incorporating recommended architectural treatments and features through the development of a Route 50 corridor improvement fund.

Landscaping Policies

- 1. To provide an aesthetically pleasing corridor, all properties along Route 50 will be developed with a unified treatment of setbacks and landscaping consistent with the landscaping guidelines established as a result of the Route 50 Task Force Report.
- 2. The County will consider providing incentives for property owners to upgrade their landscaping and/or provide landscaping easements on portions of their property for plantings by others. Incentives shall include but not be limited to:
 - a. Crediting landscape easements as open space for the purposes of meeting the land use mix.
 - b. Establishing a Route 50 corridor improvement fund, created by open space proffer contributions, to facilitate planting of areas that need assistance in upgrading or installing landscaping.

Economic Development Policies

- 1. The County encourages an economic development focus within the Route 50 corridor to include office, light industrial, industrial, retail and other tourism-related opportunities (such as restaurants and hotel accommodations).
- 2. Regional Office and Light Industrial communities will be the predominant component of Business areas. Development proposals will develop with office and/or light industrial uses to ensure the County attains the employment land uses envisioned for Business Communities.
- 3. The County encourages a Fiber-to-the-Premise infrastructure for developments that provide County residents with a "bundled" offering of services: internet, cable, and telephone service.
- 4. The County encourages higher Floor Area Ratios (FARs) for proposed non-residential development to ensure that land situated along Route 50 will build out to its full potential. The County discourages development of one-story buildings, which

could limit future build-out potential, resulting in a loss of employment base and tax revenue.

- 5. The County will promote through its Economic Development Commission properties within the corridor to businesses seeking to enter or expand within the County.
- 6. The County supports the development of a cultural destination site at the Slave Quarters site in the Arcola area. The County envisions an expanded civic area along Route 606 Extended and Hutchison Drive to include cultural uses and the Slave Quarters site. County staff will coordinate with the Loudoun County Visitors Association (LCVA) when considering new development in this area.

Transportation Policies

- 1. Transportation improvements are to include a consolidation and reduction of access points along Route 50, upgraded interchanges, the development of north and south "collector" roads, and the realignment of future roadways.
- 2. To ensure a coordinated and efficient transportation system within the Route 50 corridor, the County recommends extensive cooperation among County transportation officials, Fairfax County, the Virginia Department of Transportation, Metropolitan Washington Airports Authority, and Route 50 corridor property owners.
- 3. The County recommends general alignments for the north collector road, portions of Tall Cedars Parkway and Defender Drive, Route 606 Extended (the west spine road) and existing Route 659 as shown on the Arcola Area/Route 50 Corridor Planned Land Use Map.
- 4. Right-of-way for the ultimate road section for Route 50 must be provided as each new development application for frontage properties is processed.
- 5. The County supports the development of alternative forms of transportation in the corridor such as transit and bicycle and pedestrian facilities.
- 6. Projected levels of service in all segments of the road network, including Route 50 will be level "D" in each phase of any new development.

BUSINESS COMMUNITY

The County envisions a mix of uses in the modified Business area. While the predominant use is office and/or light industrial the area may also feature housing and/or commercial/retail uses with the exception of those areas designated Destination Retail Overlay and Hybrid Retail Center, which are prohibited by policy from having a residential component. The County may support additional commercial retail and

services uses within the modified Business area when specific criteria is met. In addition, all of the uses will have a component of public/civic uses and parks and open space. Policies guiding retail development can also be found in the *Countywide Retail Plan* amendment.

<u>Business Community Policies</u> <u>General Policies</u>

- In the Route 50 Corridor, areas designated Business Community shall be subject to the policies and land use mix ratios of Chapter 6 except as modified or supplemented below.
- 2. In order to address the deficit of retail uses as well as the potential for tourism in the Route 50 corridor, the County will consider commercial retail and service uses in the Business Community that exceeds the 10 percent retail maximum recommended in the Business Community policies of Chapter 6. The County will use the following criteria to evaluate proposals for increased retail uses in the Route 50 corridor:
 - a. The retail use provides the goods and services needed by local employment and residential communities and/or supports the development of tourism in the Route 50 corridor;
 - The retail use is compatible with and can illustrate a coordinated design, transportation connection or other relationship with the surrounding communities that exist or have been approved;
 - c. The retail use does not access Route 50 directly;
 - d. The proposal provides appropriate and adequate transportation infrastructure; and
 - e. The proposal conforms with policies in the Retail Plan.
- 3. Proposals to rezone properties to provide residential development north of Route 50 will be evaluated according to how the proposed development integrates and supports the surrounding non-residential uses, minimizes conflicts with Dulles Airport operations and noise, provides or has convenient access to residential services and amenities, and mitigates transportation impacts. For Business Community parcels adjoining the noise contours, including those within the Village and Village Perimeter Transition Area, integrated uses shall be encouraged (such as but not limited to using "Main Street," live/work, or office over retail designs). Structured parking is also encouraged. For Business Community parcels with Route 50 frontage, residential rear elevations shall not face Route 50.

4. While the business community policies may allow residential densities to be calculated based on land area impacted by noise contours, and while no residential units may be located in the 65 Ldn or west of the Village of Arcola and the Village Perimeter Transition Area, all residential proposals for the area immediately north of Route 50 will be limited to 14 units per acre on the land area occupied by residential use.

INDUSTRIAL COMMUNITY

Industrial uses north of Route 50 are intended to accommodate the continued expansion of the Chantilly Crushed Stone Quarry as well as attract airport-related and airport-compatible development. The County may support additional commercial retail and services uses within this area when specific criteria are met.

General Industrial Policies

- In the Route 50 Corridor, areas designated General Industrial shall be subject to the policies and land use mix ratios of Chapter 6 except as modified or supplemented below.
- 2. The County will consider additional commercial retail and service uses in General Industrial developments within the Route 50 corridor that exceed the specified land use mix. The County will use the following criteria to evaluate proposals for increased retail uses in General Industrial areas:
 - a. The retail use provides the goods and services needed by local employment and/or supports the development of tourism in the Route 50 corridor;
 - The retail use is compatible with the surrounding Industrial communities that exist or have been approved/proposed;
 - c. The retail use does not access Route 50 directly;
 - d. The proposal provides appropriate and adequate transportation infrastructure; and
 - e. The proposal conforms with policies in the Retail Plan.
- 3. The County will support industrial uses as the preferred use in designated Industrial Communities. Proposed uses shall ensure that their development does not jeopardize the viability of existing industries.
- 4. The County will protect the Chantilly Crushed Stone Quarry from incompatible neighboring uses by ensuring that encroaching new development does not hinder

the operation of the quarry.

Hybrid Retail Center Policies

- 1. The County supports the development of retail uses in Dulles South that provide for convenience and routine shopping needs, generally defined as Service-Based Retail, and also provide some comparative and specialty goods, generally found in Destination Retail centers. A hybrid retail center, can be developed north and south of the Route 50 corridor in the area designated Hybrid Retail Center on the Arcola Area/Route 50 Land Use Map. The County anticipates that other uses (such as office, light industrial, and civic uses) will also develop in the area designated for Hybrid Retail centers.
- The Hybrid Retail Center may provide for convenience goods (such as food, pharmaceuticals), personal services (such as cleaners, banking), and a variety of merchandise (such as apparel, hardware, appliances). The Hybrid Retail center may include variety stores, discount and junior department stores, and off-price stores.
- 3. Hybrid Retail centers (generally 250,000 to 450,000 sq. ft.) will be permitted to develop fronting the Route 50 parallel roads in the designated area.
- 4. The County will seek to limit strip retail development in the Route 50 corridor by encouraging the consolidation of CLI properties with other properties to encourage coordinated development with minimal access points.

VILLAGE OF ARCOLA AND VILLAGE PERIMETER TRANSITION AREA

The County supports the revitalization of the Village of Arcola and the development of a Village Perimeter Transition Area. The County envisions a mixture of uses in the Village of Arcola and Village Perimeter Transition Area to consist of small scale retail and employment uses (office and light industrial), institutional uses, residential outside of the 65 Ldn noise contour, and public and civic uses.

The Village of Arcola and Village Perimeter Transition Area

General Policies

- 1. The County supports the revitalization of the Village of Arcola, including the development of a Village Perimeter Transition Area surrounding the Village that will protect the Village from larger scale, higher intensity development.
- 2. The Village of Arcola and Village Perimeter Transition Area will function as an alternative shopping and working environment to the destination retail and large-

scale employment uses planned to the east. New development in the Village of Arcola and Village Perimeter Transition Area will be evaluated by its contribution to achieving the following objectives:

- A mix of land uses including residential, retail, office, institutional, public facilities, parks, playgrounds and other uses offering goods and services to surrounding neighborhoods;
- b. Preservation and adaptive reuse of existing buildings where such buildings contribute to the historic character of the community;
- c. A pattern of development that emulates the existing Village of Arcola lot pattern with smaller buildings in the Village of Arcola and larger footprint development locating in the Village Perimeter Transition Area closer to the Business Community areas to the east, buildings oriented to the street encouraging pedestrian activity, and using architectural design, materials, color, signage and lighting to establish and maintain a unified village design concept;
- d. A mix of open space to include active, passive and natural open space areas, with particular emphasis on preserving mature vegetation and using features such as floodplains and hedgerows to buffer and separate different uses;
- e. A range of community civic uses including churches, community centers, libraries and cultural attractions; and
- f. Safe and convenient walkways and streets connecting the Village of Arcola and Village Perimeter Transition Area to the surrounding areas.
- 3. New development in the Village of Arcola and Village Perimeter Transition Area will be evaluated on its compatibility with surrounding uses, availability of adequate roads, services and infrastructure, relationship to existing cultural and environmental resources, contribution to the land use pattern and conformance with the design objectives.
- 4. To protect and enhance the character and cultural importance of historically significant areas in the Village of Arcola and the Village Perimeter Transition Area, the County, along with the local community shall work towards the designation of County Historic and Cultural Conservation Districts to protect resources such as the Slave Quarters and the Arcola Methodist Church.
- Retail and office proposals will combine open and civic space in features such as pedestrian promenades and plazas, public art, entrance features, linear parks and trails, outdoor seating, lawns and greens and similar design features that invite pedestrian activity.

- 6. For individual uses, landscaped open space will frame pedestrian spaces and walkways, courtyards, front yards and street frontage.
- 7. The County supports reduced parking standards, shared parking and remote parking in the Village of Arcola and Village Perimeter Transition Area.

Retail Development Policies

- Retail development within the Village of Arcola and Village Perimeter Transition Area will establish and maintain a pedestrian scale, walkable shopping experience offering such features as entrances immediately adjacent to sidewalks, pedestrian amenities, outdoor eating areas, screened parking, on-street parking, parks and playgrounds and a variety of impulse, specialty outlets and services.
- 2. Retail uses requiring building footprints larger than 10,000 square feet should locate outside the Village of Arcola, but may locate within the Village Perimeter Transition Area when such uses are similar in scale to adjacent uses or sufficiently buffered from adjacent uses to screen the difference in scale or design. Buildings requiring heights greater than three stories should locate outside of the Village of Arcola and Village Perimeter Transition Area.
- 3. Retail buildings within the Village of Arcola and Village Perimeter Transition Area will use architectural features, materials, color, building scale, landscaping and other means to create a common design theme within the Village of Arcola and Village Perimeter Transition Area and will reduce the potential impact of building size, exterior cladding of the building, signs, parking and other features. Pedestrian and vehicular circulation systems in and around the retail uses will form a safe and convenient network. Outdoor lighting and signs will be small and low profile to reflect the pedestrian nature of the community.
- 4. Retail buildings offering residential or office uses on upper floors are encouraged in the Village of Arcola and Village Perimeter Transition Area. Second story uses shall not be credited against density limits for planning purposes.
- 5. New automobile-oriented retail uses such as building supply; nursery operations; auto dealers; truck terminals; warehousing; service stations; furniture stores; drive-through restaurants and drive-through banks will not be permitted in the Village of Arcola or Village Perimeter Transition Area.
- 6. Where possible, and in coordination with VDOT, the County will credit on-street parking adjacent to a commercial use towards meeting parking requirements in the Village of Arcola and Village Perimeter Transition Area.

7. To maintain the integrity of an established streetscape or lot pattern and to minimize parking lot frontage along streets within the Village of Arcola or Village Perimeter Transition Area, parking lots more than 70 feet wide will be placed to the rear of buildings or will be separated from the street by a landscaped park/buffer designed to function as a public space.

Employment Use Policies

- Office and flex industrial uses requiring building footprints larger than 10,000 square feet should locate outside the Village of Arcola, but may locate within the Village Perimeter Transition Area when such uses are similar in scale to adjacent uses. Buildings requiring heights greater than three stories should locate outside of the Village of Arcola and Village Perimeter Transition Area.
- 2. In evaluating proposed employment uses, the following will be considered:
 - a. The compatibility of the proposal with adjacent uses in terms of scale, operational activities (parking, loading, noise, odor...), signs, and other associated features;
 - b. The available capacity of utilities and roads and safe and convenient pedestrian linkages to residential and retail uses in the Village;
 - c. The potential fiscal and environmental impacts of the proposal;
 - d. The relationship of the proposed use to land use and design policies; and
 - e. Other matters that may determine how the proposal relates to County policy.
- 3. Two and three story buildings, particularly those that provide a mixture of uses, are encouraged in the Village of Arcola and Village Perimeter Transition Area.

Residential Development Policies

- The County may permit residential rezoning at densities up to 4.0 dwelling units per acre in the Village of Arcola and Village Perimeter Transition Area depending upon the availability of utilities, transportation infrastructure, public facilities, participation in open-space preservation efforts, and compatibility with surrounding uses. All residential proposals will offer convenient and safe access to surrounding recreation, retail and employment uses.
- 2. Residential development above first floor retail or employment uses is strongly encouraged in the Village of Arcola and Village Perimeter Transition Area and shall not be calculated towards the planned residential density of a project.

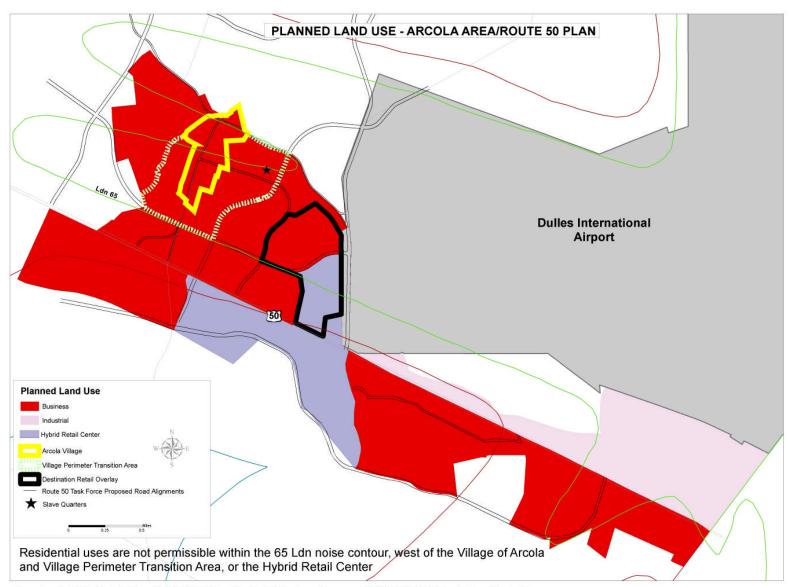
3. The County supports residential uses at a maximum of three stories in height.

UNMET HOUSING NEEDS

- 1. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.
- 2. The County will identify options for unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.
- 3. Developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.
- 4. The County will explore options for the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.
- 5. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.
- 6. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.
- 7. Unmet housing polices will apply until such time as the Board adopts additional housing policy.

The following definition is to be added to the Glossary:

Hybrid Retail Center: A type of retail center that is found in the Arcola Area/Route 50 corridor that provides for convenience and routine shopping needs, generally defined as Service-Based Retail, as well as some comparative and speciality goods, generally found in Destination Retail centers.



November 9, 2006 - Updated to reflect CPAM 2004-0008, East Gate Assemblage and CPAM 2005-0007, Arcola Area/Route 50

The following policies to be deleted from the <u>Revised General Plan, Chapter 4,</u> Policy 11, pg. 4-9.

11. All land proximate to the airport and in the noise zones will be planned for industrial and other non-residential development.

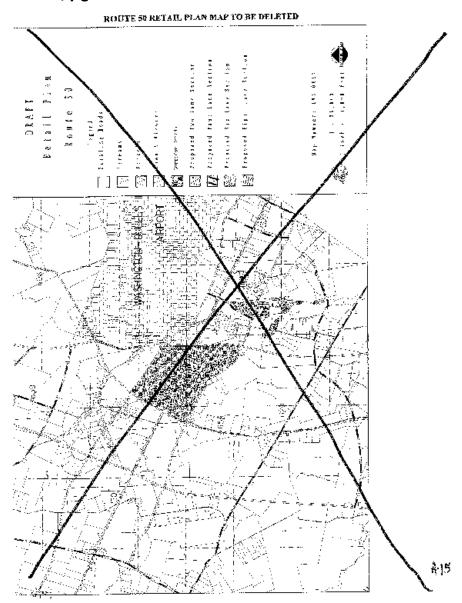
The following policies to be deleted from CPAM 1996-0001, Countywide Retail Policy Plan Amendment; pgs. 11-13.

The Route 50 Corridor

- 1. The County supports the development of retail uses in Dulles South that provide for convenience and routine shopping needs, generally defined as Service-Based Retail, and also that provide some comparative and specialty goods, generally found in Destination Retail centers. A hybrid retail center type, called a Corridor Retail center, can be developed in the Route 50 corridor. Up to 2,000,000 sq. ft. of Corridor Retail uses can be developed in the area designated for such uses.
- 2. The Corridor Retail center may provide for convenience goods (such as food, drugs), personal services (such as cleaners, banking), and a variety of merchandise (such as apparel, hardware, appliances). The Corridor Retail center may include variety stores, discount and junior department stores, and off-price stores.
- 3. The area designated for Corridor Retail centers extends east from the planned west spine road to the Route 606 intersection, and between the planned north and south parallel collector roads as located in the <u>Countywide Transportation</u> <u>Plan</u>. (See Map, p. 24)
- 4. Corridor Retail centers (generally 250,000 to 450,000 sq. ft.) will be permitted to develop fronting the Route 50 parallel roads in the designated area. These centers will be permitted interim direct access to Route 50, but will ultimately have access from the planned parallel roads, at which time, direct access to Route 50 will be terminated. These centers will include a 300' open space easement along Route 50.
- 5. The County will consider the development of a large Corridor Retail center up to 1,000,000 sq. ft. fronting the parallel roads subject to conformance with the following criteria:
 - a. Detrimental impacts on adjoining residential and mixed use communities are mitigated through such measures as landscaping, buffering, setbacks;
 - b. Existing CLI frontage is consolidated and adjacent CLI properties are provided with interparcel access,
 - No direct access to a principal arterial will be permitted. Access will be provided via major or minor collector roads or minor arterials;

- d. A minimum of two ingress and egress access points with two in-out bound lanes will be required. Additional access points may be required depending on the size of the proposed Corridor Retail center:
- e. Transportation impacts attributable to the proposed use need to be mitigated;
- f. A 300' open space easement is established at the rear of the center to front Route 50:
- g. The proposed center meets the Retail CPAM Design Guidelines;
- h. A unified sign program integral to the overall shopping center design is provided.
- 6. Single-tenant, individual, freestanding stores (larger than 50,000 sq. ft.) may also develop in Corridor Retail centers, subject to the Freestanding Retail policies included in the Retail CPAM. The Zoning Ordinance will be amended to provide for such uses in retail centers by special exception.
- 7. The <u>Dulles South Area Management Plan</u> (DSAMP) envisions the development of a "downtown" for Dulles South, described in the plan as a Regional Hub. The County anticipates that other uses (such as office, light industrial, civic uses) will develop in the area designated for Corridor Retail centers (as described in the DSAMP Regional Hub land use matrix) to achieve the downtown envisioned by the County.
- 8. The County will seek to limit strip retail development in the Route 50 corridor by encouraging the consolidation of CLI properties with other properties to encourage coordinated development with minimal access points.
- 9. For Corridor and Community Retail Center applications, provisions should be made for construction of the planned parallel roads adjacent to Route 50 on-site and offsite with transportation impacts attributable to the site mitigated. These parallel roads should adequately disperse traffic and provide access between planned and existing roads

The following map to be deleted from CPAM 1996-0001, Countywide Retail Policy Plan Amendment; pg.



CPAM 2006-0002 Crosstrail

Adopted December 5, 2006

CPAM 2006-0002, Crosstrail Loudoun County General Plan Policy Amendments December 5, 2006

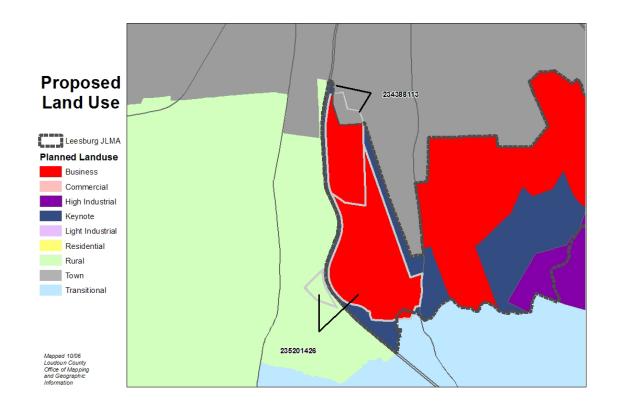
The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised</u> <u>General Plan</u> (Revised July 23, 2001 and amended through October 17, 2006) on December 5, 2006.

Underlined text is added to the General Plan.

Amendments affect <u>Revised General Plan</u> Chapter 9, the Planned Land Use Map and the <u>Toll</u> Road Plan.

Revised General Plan

Planned Land Use Map Amendment - Change Crosstrail property designation from Keynote to Business (Property identification is MCPI#s 234-38-8113 and 235-20-1426-001) with the exception of the property south of the Crosstrail Boulevard which will maintain the designation of Keynote (Crosstrail Boulevard is depicted on the Concept Development Plan (dated 2-18-05 and revised 10-13-06) for ZMAP 2005-0011.



Add new Policies 12-17 under 'Leesburg Joint Land Management Area Policies' (<u>Revised General Plan</u>; p. 9-12):

- 12. The County encourages a variety of housing types and innovative designs to be developed in mixed-use communities to assist fulfilling unmet housing needs.
- 13. The County will identify options for unmet housing needs in the Leesburg area not covered by the ADU zoning ordinance and work toward an implementation plan.
- 14. Developers of residential and mixed-use projects are encouraged to include proffers to fulfill unmet housing needs in their development proposals.
- 15. The County will explore options for the creation of programs, tools, and incentives both publicly and privately developed that will fulfill unmet housing needs.
- 16. The County will examine the authority to establish and use the benefits of Housing Trust Funds to help fulfill unmet housing needs.
- 17. The County will encourage public and private initiatives to provide increased housing opportunities for residents and the local workforce. Both programmatic and design approaches will be encouraged in all projects to fulfill unmet housing needs.

Toll Road Plan

Planned Land Use Map Amendment-Change property designation from Business Employment to Business on the Toll Road Plan Map

CPAM 2007-0001 Countywide Housing Policies

NOTE: The amended text replaces all the text starting on page 2-12 under "Housing" through Section B, "Housing for Special Needs Populations" on page 2-13. The amended policies replace/supersede all the housing policies (1-23) shown on pages 2-14 and 2-15. Section C, "Retirement Housing" remains as is (reference CPAMs 04-06, 04-11, 04-12 and 04-23, adopted 10/28/05).

Adopted September 18, 2007

Housing Policies Revised General Plan (Chapter 2, pp. 2-12 to 2-15)

Housing

The County's primary housing objective is to assure that existing and future County residents and the workforce are served by a range of housing opportunities. An adequate supply of varied types of housing, both rental and for-sale, in locations throughout the County is a fundamental ingredient of an enduring community. The creation of sustainable housing-its design, density, location, and performance-requires that the pattern of residential development benefit the user now and over time. To accomplish this objective, a diversity of housing types in a broad range of prices should be provided. Housing opportunities should be available in all areas of the County. Housing for special needs populations incorporating a programmatic approach also should be furnished.

The supply of single-family detached, attached and multi-family housing and their pricing is largely a function of market dynamics. The market determines the type of housing to be constructed, based upon demands for specific housing types and the potential return on investment for the developer. Loudoun's experience is that the market alone cannot meet all areas of housing need given current and projected job growth for the regional economy. Unmet housing needs occur across a broad segment of the County's income spectrum. The County defines unmet housing needs as the lack of housing options for households that are unable to rent or purchase due to insufficient incomes to meet current market prices. Housing diversity in type and price to address unmet needs will enhance Loudoun's economic vitality and the health of the community now and over time.

As total demand for housing in Loudoun has increased over the past fifteen years, single-family attached and multi-family units have gained a greater share of the for-sale market, while single-family detached homes and lots have accounted for a decreasing share. In 1990, single-family detached units represented 65% of the County's housing stock, whereas single-family attached units constituted 19% and multi-family units constituted 14%. By 2005, single-family detached units represented 54% of all homes; single-family attached units 27%, and multi-family units, 19%. By 2005, single-family detached units and lots accounted for only 49% of sales, compared to 58% of sales in 1990. Although the types of housing offered in the market are diversifying, housing costs are high and the shortage of affordable housing for residents and the workforce is growing.

The County can influence housing options and affordability by encouraging or requiring a clustered pattern of development and mixed-use communities with a diversity of housing types. To achieve this, the County should allow higher residential densities that are close to employment opportunities, schools, community centers, transit routes and other amenities where adequate water, sewer, roads, schools, open space, and recreation are, or will be in place. In and of themselves, increased densities are not the only answer to influencing the market. Flexibility in lot sizes and setback requirements,

and relaxation of use restrictions are also necessary to achieve the desired product mix. The County can permit accessory and second-story apartments in existing villages and rural clusters and provide for a variety of unit types to be developed in designated Joint Land Management Areas (JLMAs) around the towns that have them. The County can form public-private partnerships to implement programs, providing incentives to influence the market.

A. Housing Affordability

Housing affordability has long been an issue in the Washington, D.C. metropolitan region. Affordability becomes a problem when the cost of housing exceeds an acceptable percentage of a household's disposable income. Households that are determined to reside in the metropolitan area can either pay a disproportionate amount of their income to secure housing, or pay less for lower quality or less adequate housing. In developing Loudoun County's vision for its residents, the Board of Supervisors has recognized affordable housing as an economic, transportation, and quality-of-life issue. While the County is providing a significant share of the region's housing, prices and rents are at a level that is too costly for many of Loudoun's workforce. Workers filling jobs in Loudoun often live in other jurisdictions and generate traffic on local roads as they commute to work increasing air pollution and gas consumption. Some housing units contain multiple families or additional occupants, resulting in overcrowded conditions which adversely affect neighborhoods and quality of life. The lack of affordably priced housing also has an impact on the continued ability to attract and retain a diversified employment base.

B. Unmet Housing Needs

The County's affordable housing policies focus on the unmet housing needs of all Loudoun's citizens and workers. The market is not meeting all areas of need given the County's vibrant economy and location in the region. The County's housing strategy gives guidance to the development of a variety of programs that address Loudoun-specific needs as identified through systematic audit, evaluation, and study. The County has identified that, within the broad spectrum of housing need, different levels of effort and varying approaches must be applied in order to effectively address the problem of housing affordability.

Providing housing for special needs populations to include low-income residents (less than 30% AMI), elderly residents requiring congregate care, disabled residents, and the homeless often requires heavy subsidies, which have historically been provided by the federal and state governments. Given the reduction of federal and state assistance, the County is committed to identifying resources to replace that assistance as well as encouraging the formation of public and private partnerships to support the development of housing for people who are elderly, disabled, or living on very low incomes.

To address the unmet housing needs of Loudoun's workforce earning 30% to 100% AMI, a full range of tools to include loans, regulations, and other incentives should be considered. One important program is the Affordable Dwelling Unit (ADU) program. This program, adopted in 1993 as part of the Zoning Ordinance is based on state enabling legislation, and aimed at fulfilling the housing needs of County residents with incomes from 30% to 70% AMI.

The ADU rental units are designed to serve residents earning 30% to 50% AMI and priced at 30% of income (exclusive of utilities). ADU for-sale units are designed to serve residents with incomes of 50% to 70% AMI. For-sale units should be available at 3 times that income. As important as this program is to providing affordable housing to County residents, it has not been able to keep pace with the growing demand. In addition, there are deficiencies in the implementation of the ordinance that lessens its effectiveness to secure affordable housing for households in the lower range of the ADU program. This program alone cannot meet the need.

The County may establish a dedicated stream of revenue to fund the housing trust fund which would leverage federal, state, and other funding sources for the production of new units, to provide down payments for first-time homebuyers and to purchase land for affordable housing development. The affordability issue also includes developing strategies to preserve the existing supply of owner-occupied housing and affordable rental units. As such, the Plan recommends other programmatic initiatives aimed at revitalization, renovation, and restoration of the existing housing stock, provisions to allow manufactured housing as an option, and the commitment of County government to play a greater role in addressing unmet housing needs.

Guiding Principles Policies

- 1. The County seeks to promote housing options for all people who live and/or work in Loudoun.
- 2. County policies and programs will focus on the unmet housing needs of households earning up to 100% of the Washington Metropolitan Area Median Income (AMI) that being the area of greatest need.
- The County will regularly examine and estimate unmet housing needs, and housing programs will be evaluated for their effectiveness in addressing those needs.
- 4. Housing that is developed to fulfill unmet housing needs should generally be located near existing or planned employment opportunities, schools, communities, transit routes, and other amenities.

- 5. The County is committed to bring all existing affordable housing in need of indoor plumbing, operational septic and water systems, and major system repair (new roofs, heating and cooling systems) up to safe and livable conditions.
- 6. The County encourages a variety of housing types, sizes and innovative designs to be developed to assist in fulfilling unmet housing needs throughout the County.
- 7. The County will require a mix of housing options appropriately located in communities to support a balanced development program.
- 8. The County will encourage the development of housing for special needs populations (as defined in the Glossary) integrated within existing and planned residential communities, particularly in areas within walking distance of convenience shopping and employment opportunities, transit, and other amenities.
- 9. The County will promote the provision of an affordable range of housing types throughout the County.
- 10. The County will promote the formation of public and private partnerships and facilitate the utilization of state and federal housing programs to assist in fulfilling unmet housing needs.
- 11. The County supports the development of housing and of communities that apply universal design principles.
- 12. The County encourages development that utilizes energy efficient design and construction principles, promotes high performance and sustainable buildings, and minimizes construction waste and other negative environmental impacts.
- 13. The use of planned and/or zoned non-residential land to address unmet housing needs is not supported unless the proposed use provides a mix of residential, commercial and offices uses and addresses the full range of unmet housing needs.
- 14. In addition to the requirements of the ADU Ordinance, the County encourages each development proposal that includes a residential component to address unmet housing needs recognizing that the largest segment of unmet need is housing for incomes below 30% AMI.

Housing Supply Policies

- 1. The County will identify options for addressing unmet housing needs not covered by the ADU zoning ordinance and work toward an implementation plan.
- 2. The County will encourage preservation by adaptive re-use of existing unused, or underutilized structures throughout the County, for the development of affordable

dwelling units, as defined in the Zoning Ordinance and in accordance with the policies in the Revised General Plan.

Cooperation Policies

- 1. The County will initiate a regional cooperative effort with neighboring jurisdictions to establish a dialogue and programs to address the provision of a healthy balance of jobs and housing in each jurisdiction.
- 2. The County will provide technical planning expertise and financial support to the Towns to assist them in establishing programs that provide affordable housing. Such programs might include a revitalization tax credit program, housing rehabilitation, the development of regulations that allow for a broad range of housing types and sizes and upper story residential uses over stores, etc.
- 3. The County will work in partnership with nonprofit, public and private entities committed to the provision of a wide range of housing opportunities by offering technical and financial assistance.

Funding Policies

- Developers of residential and mixed-use projects are encouraged to include funding commitments and proffers to fulfill unmet housing needs in their development proposals.
- 2. The County may maintain a dedicated revenue stream to fund the housing trust fund to address unmet housing needs. The fund will be evaluated annually to determine its effectiveness and efficiency.

Programs and Incentives Policies

- 1. The County will encourage the creation of programs, tools and incentives both publicly and privately developed that will fulfill unmet housing needs.
- 2. The County may provide incentives to stimulate the development of new housing projects when the applicant demonstrates the capacity to affect economic efficiencies in producing and sustaining affordable rents or sale prices over time.
- 3. The County may adopt or develop and implement an employer-assisted housing program to help meet workers' housing needs.
- 4. The County may develop and implement revitalization tax credit programs and/or loan programs for housing rehabilitation to conserve existing affordable housing.

- 5. The County may establish additional incentives, such as density bonuses; expedited application review; reductions or waiver of permit, development, and infrastructure fees or capital facilities contributions; tax credit programs; and zoning modifications to meet housing goals and objectives.
- 6. The County may maintain an inventory of County-owned real property. The Board of Supervisors may consider the use of inventoried property by nonprofit, public and private sector entities as an incentive for residential development to fulfill unmet housing needs when it is consistent with other Plan policies. In using County-owned real property, the development goal is to provide 1) special needs housing and/or 2) a mix of housing types and sizes suitable for a range of households having less than 70% of Area Median Income (AMI).
- 7. The County promotes the recognition of good design and innovation in affordable housing by the Design Cabinet, County programs, and other channels.

Legislation Policies

- 1. The County requires that for land development applications proposing development of 50 or more dwelling units with a density greater than one dwelling unit per acre, located in an approved sewer service area, a percentage of the total number of dwellings will be developed as affordable units and given an appropriate density increase.
- 2. The County will seek state enabling legislation to eliminate the exemption from the ADU Ordinance of buildings with elevators that are four stories or higher.
- The County will strengthen ADU Program regulations to do as much as the state code allows to require the development of affordable housing that is interspersed within neighborhoods, communities and throughout the County as a part of new development.
- 4. Until such time as a Housing Authority is established to develop new affordable housing, rehabilitate housing, and revitalize community infrastructure, the County encourages the Industrial Development Authority to exercise its authority to assist with tax exempt bond financing, leverage gap financing and stimulate cooperative partnerships toward the preservation and production of housing to address unmet needs.
- The County will amend the Zoning Ordinance to expand the number of districts where manufactured housing, accessory units, and other alternative housing types are allowed.

TO BE ADDED TO THE GLOSSARY

Manufactured Housing:

Manufactured housing are homes built entirely in the factory, transported to the site, and installed under a federal building code administered by the U.S. Department of Housing and Urban Development (HUD).

Special Needs Population:

Special needs populations include low income residents (incomes below the 30 percent Area Median Income (AMI)), elderly residents requiring congregate care, disabled residents, and the homeless.

Universal Design:

The simple design of both products and the built environment to be usable by people of all ages and abilities, and which promotes the ability for people to age in place.

Unmet Housing Needs:

The lack of housing options for households earning up to 100% of the Washington Metropolitan Area Median Income (AMI).

CPAM 2005-0004 Eminent Domain & Protection of Existing Communities

Adopted October 16, 2007

CPAM 2005-0004, Eminent Domain and Protection of Existing Communities Loudoun County General Plan Policy Amendments October 16, 2007

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised</u> <u>General Plan</u> (Revised July 23, 2001 and amended through September 18, 2007) on October 16, 2007.

Strikethrough text is deleted from the General Plan.

Double-underlined text is added to the General Plan.

Amendments affect Revised General Plan Chapters 2, 4, 6, 11, and Glossary.

CHAPTER 2

Amend 'General Plan Strategy' text pertaining to the Suburban Policy Area (<u>Revised</u> <u>General Plan</u>, p. 2-6):

Over the next twenty years, it is anticipated that the Suburban Policy Area will continue to build out in a suburban pattern as a low-density fringe to the Washington, D.C. Metropolitan Region. The area will be characterized by a pattern of residential neighborhoods, town centers, and regional mixed-use business centers linked by a substantial network of roads, linear parks, and open spaces. As existing neighborhoods mature, redevelopment and revitalization plans will be developed to ensure the continuing vitality of these areas. protect and ensure the continuing vitality of these established communities.

As express bus (expected in 2004) and eventually bus rapid transit (expected in 2010) and rail become available, higher-density land uses along major thoroughfares will become appropriate. Transit nodes and urban centers including a mix of uses and transportation modes will develop. Very compact in form, they will be designed for full pedestrian access and served by mass transit. The first nodes will appear along the Dulles Greenway corridor, where right-of-way exists for a rail transit corridor, and in in-fill areas within existing developments. "Downtowns" in each of the four communities will be considered as part of the redevelopment strategy to be detailed in the Community Plan process.

CHAPTER 4

Add new Policy 16 under 'Economic Development Policies' (*Revised General Plan*, p. 4-10):

16. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.

CHAPTER 6

Amend 'Land Use Pattern and Design' text (*Revised General Plan*, p. 6-2):

The County's vision for the Suburban Policy Area is that the four large communities increase in quality and become more distinct places. Policies below address ways to improve livability through (1) protecting and recapturing enhancing elements of the Green Infrastructure, including open space; (2) ensuring compatible and complementary infill development; and (3) revitalizing and redeveloping the aging areas in the Suburban Policy Area. existing neighborhoods in a way that protects and enhances our existing communities.

Amend Policy 13 under 'Land Use Pattern and Design Policies' (<u>Revised General Plan</u>, p. 6-7):

13. There will be four (4) Town Centers, one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), and one (1) Urban Center in the Suburban Policy Area. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.

Amend 'A. Four Distinct Communities' text, bullet 2 (*Revised General Plan*, p. 6-8):

• All communities should seek to provide a full range of housing types, and provide for a diverse, stimulating social, cultural, recreational, and spiritual environment. Each community will Communities west of Route 28 or south of Route 606 may have a recognized Town Center, provide a full range of housing types, and provide for a diverse, stimulating social, cultural, recreational, and spiritual environment.

Delete 'E. Transportation' text, (Revised General Plan, p. 6-12):

With the advent of transit, it is important that the County plan land uses accordingly. The County will identify future transit areas as Town Centers in each of the four communities during the Community Plan process. These areas may be targeted for redevelopment to facilitate transit, such as bus. In addition, mixed-use communities that should provide pedestrian-scale environments that promote walking and bicycling, which reduces automobile trips.

Delete 'F. Infill, Revitalization, and Redevelopment' text (Revised General Plan, p. 6-15):

Although much of the Suburban Policy area has been developed, this area will continue to evolve. The County envisions redevelopment to concentrate density into four Town Centers within the four distinct communities. This type of redevelopment might be considered "vertical" development. As the second wave of development occurs, the County will encourage new

growth into the compact Town Centers of the four communities. These downtown areas will be identified in the Community Plan process.

Amend Policy 2 under 'Infill, Redevelopment, and Revitalization Development Policies' (Revised General Plan, p. 6-15):

2. Redevelopment of existing uses will be based on the availability of adequate public facilities, transportation facilities, and infrastructure. The County desires the assemblage of small, adjacent under-utilized sites to achieve a consistent and compatible development pattern. Established residential communities will be protected and enhanced through revitalization plans.

Amend Policy 7 under 'Infill, Redevelopment, and Revitalization Development Policies' (*Revised General Plan*, pp. 6-15 – 6-16):

7. Higher density development as defined in the Revised General Plan will occur as redevelopment in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, and in the Town Centers, or "community cores," of the four communities west of Route 28 or south of Route 606. These areas will have the highest densities in the Suburban Policy Area. The Town Centers will should be identified during the Community Plan through a community planning process.

Amend Policy 12 under 'Infill, Redevelopment, and Revitalization Development Policies' (*Revised General Plan*, p. 6-16):

12. The County will provide incentives and resources for the redevelopment and revitalization of established neighborhoods developed areas within the four communities to retrofit neighborhoods to be pedestrian/bicycle oriented; to institute traffic calming, street lighting, and sidewalks; preserve the quality of life in these areas through the provision of community amenities, such as, but not limited to, pedestrian/bicycle facilities, traffic calming, street lighting, sidewalks, and improved and to convert inefficient retail and commercial development establishments.

Add new Policy 14 under 'Infill, Redevelopment, and Revitalization Development Policies' (*Revised General Plan*, p. 6-16):

14. Loudoun County will exercise the power of eminent domain only for the development of public facilities, as defined in the State Code.

Amend '3. Town Centers' text (*Revised General Plan*, p. 6-19):

The Plan envisions anticipates that each of the four larger communities west of Route 28 or south of Route 606 may will have one or more Town Center. Town Centers that serve as the "downtown" or community core of the four suburban communities. Town Centers must be compact and designed to accommodate pedestrian and vehicular traffic with a full complement of services and amenities.

Amend Policy 1 under 'Town Center Policies' (*Revised General Plan*, p. 6-19):

1. A Town Center functions as the "downtown" of each the local community with a mix of residential and business uses in a compact setting. Each of the four The communities west of Route 28 or south of Route 606 may will have a Town Centers, the location of which will be determined in the Community Plan process. The locations of Town Centers should be determined through a community planning process or established during the consideration of a land development proposal that includes a community outreach and input process.

CHAPTER 11

Amend 'B. Suburban Community Design Guidelines' text (*Revised General Plan*, p. 11-5):

This Plan strongly endorses the development of four distinctive communities. that This may include a mixed-use town centers and other mixed-use developments surrounded by residential neighborhoods and areas of natural open space to promote a sense of community, foster a pedestrian-friendly environment, and lessen reliance on the automobile, and respect Loudoun's historic growth pattern of small towns surrounded by farms and open space.

Amend '3. Town Centers' text (*Revised General Plan*, p. 11-10):

a. Function

Four Town Centers will serve as the downtown of each of the four Suburban Policy Area communities. A Town Center should have a lively, robust extrovert character suitable for integrating employment, commercial, residential, and public activities uses.

GLOSSARY

Add new definitions to the Glossary (*Revised General Plan*, p. G-9):

Redevelopment: A change in land use which would involve the removal and replacement, rehabilitation, or adaptive reuse of an existing structure or structures, or of land from which previous improvements have been removed. Redevelopment should be compatible with adjacent properties and occur with input and involvement from the community.

Revitalization: Re-establishing the economic and social vitality of an existing neighborhood or area through legislation, tax incentives, and other programs that maintain and enhance the existing development pattern and preserve the original building stock and historic character.

Amend the definition of Town Center (*Revised General Plan*, p. G-11):

Town Center: A mixed-use, concentrated community core, which <u>integrates employment</u>, <u>commercial</u>, <u>residential</u>, <u>and public uses</u>. <u>will serve as a downtown for each of the four suburban communities</u>. A town center will emphasize pedestrian movement over vehicular movement to create a pedestrian-friendly environment <u>and will offer</u>, <u>with</u> a full complement of services and amenities.

CPAM 2009-0001 Route 28 Keynote Employment Policies

Adopted March 15, 2011

CPAM 2009-0001, Route 28 Keynote Employment Policies LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS MARCH 14, 2011

The Board of Supervisors adopted the following revisions to the <u>Loudoun County General Plan</u> (Revised July 23, 2001 and amended through October 16, 2007) on March 14, 2011. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapters 4, 5, 6 and 11.

Amend 'Business Land Use and Corridor Development', Subheading A: Route 28' text (<u>General Plan</u>, p. 4-7)

A. Route 28

The Route 28 eCorridor is planned to be a major economic and employment center within the County that will be developed with suburban, lower-density office and flex settings; medium-density, compact, pedestrian-oriented office clusters; and higher-density, transit-oriented mixed-use office centers. Other parts of the corridor more immediate to the Washington Dulles International Airport and Route 606, west of Route 28, are planned for Industrial uses. for a mix of office, hotels, flex/industrial and destination retail uses. Approximately 3 million square feet of the 19 million square feet planned in the 1,086-acre corridor have been constructed, with structures ranging from one story retail structures to multi-story, Class A office buildings. Older existing land uses and several aging small retail areas that need rehabilitation present challenges to the ultimate definition of development in the corridor.

Route 28 is considered one of the County's primary transit corridors. Like many of the major roads in Loudoun County, Route 28 does not stop at the Loudoun County line, but continues into Fairfax County. Just a few miles south of the Loudoun-Fairfax border <u>is</u> the Smithsonian <u>I</u>institution's <u>will locate the new Dulles Air & Space Center at Dulles Airport. Planned to openOpened in 2003, the Center <u>will houses</u> about 15 times the number of air and spacecraft as the National Air and Space Museum on the Mall in Washington, D.C.. <u>At least three million visitors are anticipated during the first year.</u> Continued support for and study of road and transit improvements in the corridor, such as light rail, are intended to accommodate such growth.</u>

The County supports and is committed to the continuing growth of and need for an economically vibrant Route 28 Transportation Improvement District, both for the District's contribution to the transportation improvements to Route 28 and to the economy of the County. The Route 28 Corridor Plan in Chapter 6 of the Revised General Plan, which provides policy guidance regarding economic, land use, housing, transportation, design, and sustainable development within the tax district, will help the corridor achieve these goals. Further planning attention and study, in terms of transportation improvements, land use and design is essential for the corridor to achieve these goals.

Delete Policies 12 and 13* under 'Economic Development Policies' (General Plan, p. 4-7)

*In the hard copy of the RGP, these policies are numbered 13 and 14.

- 12. Properties in the Route 28 Tax District that are governed by the 1972 and 1993 Zoning Ordinances will remain under those governing documents unless the landowner opts into the revised zoning ordinance or a rezoning application (ZMAP) is filed. Concept Plan Amendment (ZCPA), Proffer Amendment (ZCPA) and Special Exception (SPEX) applications will be administered under the zoning ordinance that is applicable to each property and evaluated under the adopted Comprehensive Plan.
- 13. The County will look at developing incentives to encourage Route 28 Tax District landowners to opt into the revised zoning ordinance.

Add new Policy 10 under 'Green Infrastructure Policies' (General Plan, p. 5-2)

10. In addition to Countywide Green Infrastructure policies contained herein, all development within the Route 28 Corridor will comply with the Green Infrastructure policies in the *Route 28 Corridor Plan* in Chapter 6 of the *Revised General Plan*.

Add new Policy 3 under 'Built Environment Policies' (General Plan, p. 5-5)

3. The County supports and encourages opportunities and incentives for sustainable development in the Route 28 Corridor. The Route 28 Corridor Plan in Chapter 6 of the Revised General Plan contains specific goals and strategies for the area for green building design techniques which include sustainable site design and integrated energy management planning.

Amend Policy 13* under 'Green Infrastructure Policies' (General Plan, p. 6-7)

*In the hard copy of the RGP, policy 13 was first amended on October 16, 2007. The language shown here includes the previously amended language.

13. There will be one (1) Transit-Oriented Development (TOD), one (1) Transit-Related Employment Center (TREC), and one (1) Urban Center in the Suburban Policy Area, and up to three (3) Mixed-Use Office Center areas in the Route 28 Corridor. Town Centers may be considered for development west of Route 28 or south of Route 606 in the Suburban Policy Area.

Amend Policy 7* under 'Infill, Redevelopment, and Revitalization Development Policies' (<u>General Plan</u>, p. 6-15)

*In the hard copy of the RGP, policy 7 was first amended on October 16, 2007. The language shown here includes the previously amended language.

7. Higher density development as defined in the *Revised General Plan* will occur as redevelopment in the Suburban Policy Area in the Transit-Oriented Development, Urban Center, and in the Town Centers, or "community cores", of the communities west of Route 28 or south of Route 606, and the Mixed-Use Office Center areas in the Route 28 Corridor. These areas will have the highest densities in the Suburban Policy Area. Town Centers should be identified through a community planning process.

Amend 'Land Use Categories' text (General Plan, p. 6-16)

Land Use Categories

The Suburban Policy Area has four primary land uses: Residential, Business, Industrial, and Retail (see Planned Land Use Map, pg. 7-23). Retail policies are established in the *Countywide Retail Policy Plan* amendment. Within these primary land uses are subcategories. The County's overall land-development strategy is to encourage compact, mixed-use developments that provide people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment. The exceptions are for Keynote Employment areas and, General Industrial areas in the County, and Business land use areas within the Route 28 Tax District where residential uses are not allowed as shown on the Route 28 Corridor Plan Land Development Patterns Map. Because much of the Suburban Policy Area is already developed, this Plan envisions that new projects will be modest in scope and therefore will be evaluated based on their compatibility with the larger community of which they will be a part. The land use categories and policies guiding their development are described below and summarized in the matrix on pg. 6-33.

Delete Policy 8 under 'General Business Land Use Policies' (General Plan, p. 6-21)

8. The County will develop and offer incentives to encourage property owners in the Route 28 Highway improvement Transportation District to convert or "opt-in" to the appropriate district regulations included in the Zoning Ordinance in accordance with the land use policies of the Revised General Plan.

Insert the *Route 28 Corridor Plan* after the *Arcola Area/Route 50 Corridor Plan*, between Policy 9a (now Policy 8a) of the 'General Business Land Use Policies' (General Plan, p. 6-21 and '1. Urban Centers' (General Plan, p. 6-21)

Amend '3. Keynote Employment Centers' text (General Plan, p. 6-27)

The preferred location for Keynote Employment Centers is along Route 7, and the Dulles Greenway, and a portion of Route 28. The Route 7 corridor will maintain its campus-like appearance and continue to be one of the primary locations for Keynote Employment Centers. The County should vigorously attempt to locate regional and nationally oriented office centers on Route 7 and Route 28 and in the Dulles Greenway corridor.

Amend Policy 3 under 'Keynote Employment Center Policies' (General Plan, p. 6-28)

3. Keynote Employment areas are identified on the Land Use Map and generally are located along Route 7, Route 28, and the eastern end of the Dulles Greenway. These roads are prominent corridors in the County and are intended to be the location of premier office sites for high-visibility.

Amend '4. Regional Office Uses' text (General Plan, p. 6-28)

4. Regional Office Uses

Regional Office uses support a variety of office employment in the convenience of a mixed-use setting. Large Regional Office uses outside of an Urban Center are to be developed along major collector roads such as the eastern end of Route 606, Route 607, and Route 625. They are to have a mix of housing and

CPAM 2009-0001 Route 28 Keynote Employment Policies BOS Adopted 3/15/11 Page 4

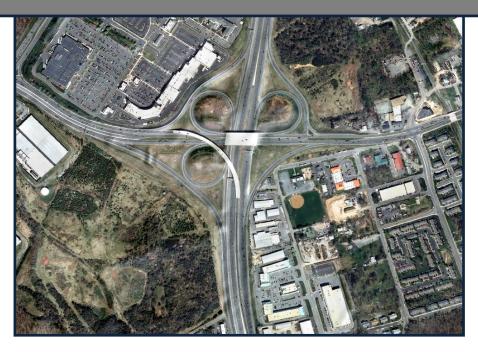
public and civic space, as well as a limited amount of retail and light/industrial flex uses with the exception of those areas within the Route 28 Tax District, which are prohibited by policy from having a residential component. The County supports the continued growth of educational and institutional uses as complementary uses to regional office development.

Amend 'Design Guidelines', Subheading 'Community Form, #7: Light Industrial and Regional Office, a: Function' text (General Plan, p. 11-14)

The *Revised General Plan* acknowledges the benefit of promoting Keynote Employment developments. Keynote Employment development is intended to be a pure land use accommodating prominent, high-quality, high-traffic-generating uses comprised of 100 percent office and research and development parks located along the County's primary employment corridors including Route 28, Route 7, and the eastern end of the Dulles Greenway. Although Keynote Employment developments do not have a residential component, they should have the general characteristics of Regional Office developments.

Regional Office or Light Industrial developments will emulate the key traditional design concepts of the *Revised General Plan* by addressing the design and function of exterior spaces, pedestrian access from adjoining residential areas, and architectural cohesiveness and environmental conservation. The Regional Office and Light Industrial uses will be the prominent features of the community when viewed from periphery roads as well as the predominant use in terms of percentage of site occupied. Within the Route 28 Corridor, all development will comply with specific base design standards contained within the *Route* 28 Corridor Plan in Chapter 6 of the Revised General Plan.

Route 28 Corridor Plan



Board of Supervisors Adopted

March 15, 2011

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Route 28 Corridor Plan

INTRODUCTION

The *Route 28 Corridor Plan* is the result of an issues-driven, results-oriented process with significant emphasis on community involvement. Policies in the Plan build upon the significant amount of data and public input gathered through the various Route 28 corridor activities and initiatives since January 2008. These efforts included public input sessions, interviews, targeted questionnaires, and research to develop several reports, including the Route 28 Business Outreach Results Report; Belfort Park Task Force Final Report; the Route 28 Tax District Existing Conditions Report; and the Route 28 Corridor Analysis of Development Potential for Class A Office Space¹. The following policy language and associated maps will be added to the *Revised General Plan* as a specific plan for the Route 28 Corridor. Other policies of the Comprehensive Plan will apply as appropriate.

The County envisions the Route 28 Corridor as an airport-anchored gateway into Loudoun County offering a positive and welcoming business environment that supports significant job growth and economic activity in varied settings. The County also envisions the corridor evolving into a premier location for regional, national, and international businesses with a high-quality image that offers employees vibrant centers of activity and highly-integrated pedestrian and transit-friendly employment developments. This vision reinforces the County's commitment to the continued commercial growth of the corridor that in turn contributes to the overall fiscal health and economy of the County.

The Economic, Land Use, Transportation, Housing, Design, and Sustainable Development policies contained in the plan are intended to provide a framework for future development that reflects five vision statements derived from the public process.

- 1. The Route 28 Corridor is an employment-based corridor that offers broad employment opportunities. The Corridor promotes a consistent pattern of development adjacent to Route 28 with higher-density office development and mixed-use activity centers. Residential densities are supportive and subordinate to employment densities within Mixed-Use Office Centers and in locations that can induce greater business activity;
- 2. The form and design of the Route 28 Corridor will be critical in promoting the County's vision of a high-quality office and commercial corridor that achieves higher office densities, attracts regional, national, and international businesses, and provides a unified development pattern throughout the corridor. "Places" or centers of activity offering

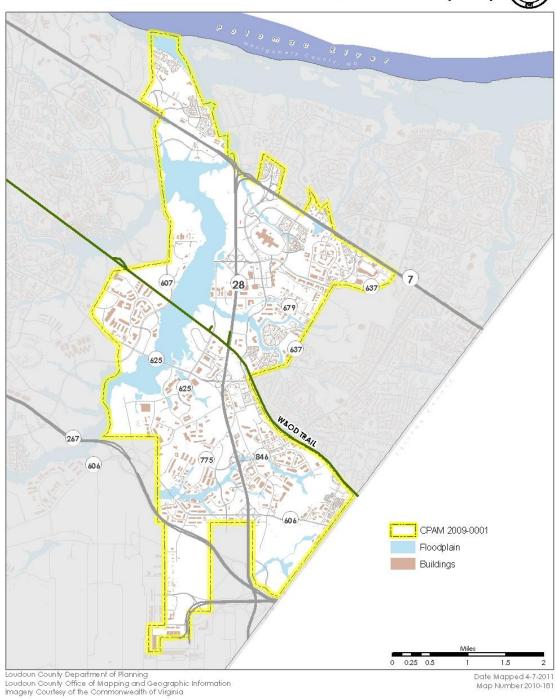
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¹ All CPAM- related materials, including source documents, can be found in the Loudoun County Department of Planning public files.

- office and office-supportive amenities along with public and civic uses will give the corridor a community identity;
- 3. The Route 28 Corridor takes advantage of its proximity to Washington Dulles International Airport by attracting new aviation and airport-ancillary businesses to the corridor and supporting the expansion of existing airport-related businesses in appropriate areas. The airport's location on the southern end of the Corridor also generates demand for office space from businesses that want to locate close to an international airport as well as hotels, restaurants, and retail centers that cater to business travelers and tourists;
- 4. The Route 28 Corridor promotes multi-modal connectivity, including transit, with the existing and planned transportation infrastructure; and
- 5. The Route 28 Corridor encourages sustainable development practices.

The Route 28 Corridor boundaries include properties that are generally bordered by Broad Run and Loudoun County Parkway to the west, Dulles Airport and Fairfax County to the south, Cascades Parkway, Potomac View Road, and the W&OD Trail to the east, and Route 7 and Bles Park to the north. The map below shows the actual boundaries of the Route 28 Corridor. The properties contained within these boundaries are subject to the policies contained within the *Route 28 Corridor Plan*. These policies are described below.

Route 28 Corridor Boundary Map



3

ECONOMIC

The County can attract greater commercial development, including high-quality office, to the Route 28 Corridor based on several advantages:

- Approximately 3,100 acres of undeveloped land within the corridor;
- High business visibility and accessibility for properties adjacent to or within proximity of Route 28;
- Proximity to an improved highway, air transport, and a future mass transit network for cost-efficient and timely distribution of goods and services, employee mobility, and greater workforce commuting options;
- Direct access to the world through ample fiber lines at MAE-East and international flights at Washington Dulles International Airport;
- Close proximity to the intelligence and surveillance hub along the Route 28 South Corridor and a host of neighboring peer organizations such as Orbital Sciences, Raytheon, AOL, M.C. Dean and others;
- Availability of properties suitable for custom campus and secure office developments that can accommodate security needs and/or combined office, research and manufacturing operations; and
- Proximity to a highly-educated, diverse workforce.

The Route 28 Corridor Plan policies maximize the commercial development potential within the Route 28 Corridor by building on these strengths: offering planned land uses within locations that reflect the full economic potential of properties, and providing office development options within employment settings that reflect the kind of environments sought by business users. Route 28 Corridor Plan policies also support economic development in the corridor by accelerating the timing and absorption of office into the Route 28 Corridor submarket. Lastly, the Route 28 Corridor Plan promotes the growth of the commercial tax base; improving the revenue balance between commercial and residential, offsetting the greater costs of services for residential development, helping to meet or exceed the ability of the County to pay Route 28 Tax District bonds, and relieving the tax pressure on County residents by maintaining an affordable real property tax rate.

The policies contained within the plan are also intended to meet the key demands for development associated with the County's Board-adopted targeted Industry Clusters - Federal Government Contracting, Defense and Aerospace, and Information Communications Technology, as well as the emerging International Business cluster. While these businesses are currently recruited based on a cluster strategy which uses the County's existing business assets, the plan's policies establish a long-term vision for the corridor that will solidify Loudoun's corporate image and help expand the presence of these industries into the future. The plan also

protects and encourages several critical features of high-end, corporate environments consistently sought by these types of industries. Specifically, the plan provides highly visible locations for high-quality office development, including custom campus headquarters and midto-high-density office, and multi-use office buildings within mixed-use environments. Route 28 development patterns encourage the highest-density office space fronting along both sides of Route 28 supported by lower-density Office and Flex uses that support information technology, research-and-development, and high-end manufacturing behind the "wall" of mid- to high density, high quality office.

The *Revised General Plan* policies anticipate the continued growth and expansion of Washington Dulles International Airport for both passengers and cargo and seek to maximize the economic opportunities created by the airport. *The Route 28 Corridor Plan* policies continue to recognize Washington Dulles International Airport as a 21st Century multi-modal transportation hub that attracts airport-linked and ancillary businesses to the corridor and provides a gateway to the world. Airport-linked businesses include those businesses which rely significantly on the airport's passenger and cargo capacity, including businesses which depend on frequent long-distance travel and businesses involved with air-surface cargo warehousing and distribution. Airport-ancillary businesses include retail, hotels, and restaurants that support the growing airport-linked businesses moving to the corridor, along with national and international businesses who locate near the corridor due to its high-quality image and accessibility to the region's transportation network.

By clustering industrial and flex along Route 606, the County continues to support high-end manufacturing and distribution logistics, including air-surface cargo distribution, and other ancillary businesses, with the opportunity to capture even more airport-linked businesses in addition to those already emerging. *The Route 28 Corridor Plan* also encourages legacy industrial users currently along Route 28 to relocate to the more appropriate Route 606 area, which will in-turn establish a competitive, corporate gateway into Loudoun along Route 28, and strengthen and protect the identities of both Route 28 and Route 606 in future decades.

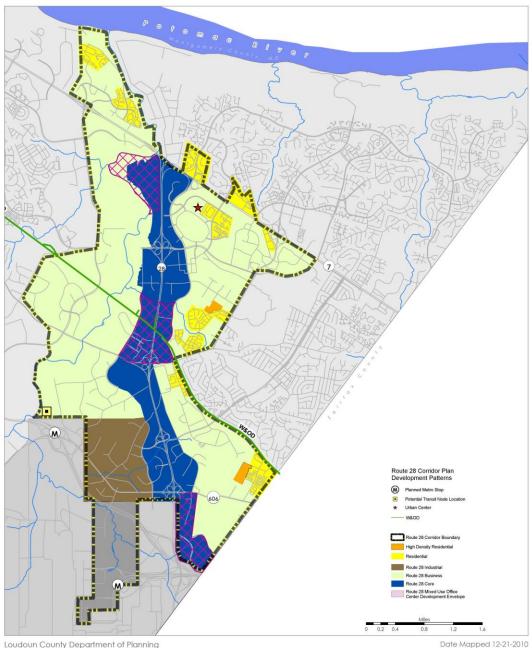
Economic Policies

- 1. To evolve the corridor into a premier location and employment destination for regional, national, and international businesses, including the County's targeted Industry Clusters, properties that offer high visibility and accessibility to Route 28 shall have mid to high-density office.
- 2. The highest density office shall occur in areas fronting along Route 28.
- 3. Office developments within mixed-use settings shall be supported within the corridor to create "places", or centers of activity, that offer a complete set of uses and amenities that will appeal to office tenants, visitors, and residents alike.
- 4. New residential shall be concentrated and supportive to office within three high-density Mixed-Use Office Center development envelopes that are strategically located within

- areas where there is the highest potential to capture high-quality and high-density Office, thereby catalyzing the office development potential of sites and their vicinities while having an overall positive impact to the County's Route 28 Tax District debt obligations.
- 5. The County shall target industrial and flex businesses, including distribution logistics, to locate to the planned Industrial area in the vicinity of Route 606 where properties offer more immediate access to the airport, Route 28, and the regional surface transportation-network.
- 6. Legacy industrial users currently along Route 28 are encouraged to relocate to planned Industrial areas.
- 7. A multi-modal transportation network, including transit, within the corridor will move employees, visitors, and residents seamlessly between various modes of transport.
- 8. The County supports the planned development and growth of Washington Dulles International Airport and will coordinate county planning with airport planning to ensure that the health and growth of the airport and corridor economies are mutually supportive. All new development shall consider and sufficiently mitigate potential impacts to the airport, such as transportation congestion, environmental impacts, and conflicting land uses.

Route 28 Corridor Plan Land Development Patterns





Loudoun County Department of Planning Loudoun County Office of Mapping and Geographic Information

Date Mapped 12-21-2010 Map Number 2010-186

LAND USE

The County envisions the Route 28 Corridor as a major economic and employment center with predominantly commercial development within distinct land development patterns. Office development options are intended to meet the individual needs of regional, national, and international businesses that reflect evolving market preferences and potential. The development options range from suburban, lower-density office settings to medium-density, compact, pedestrian-oriented office clusters and higher-density, transit-oriented mixed-use office centers. Other parts of the corridor more immediate to Washington Dulles International Airport and Route 606 west of Route 28 are planned for Industrial uses.

Office employment in the Route 28 Corridor is planned within the Route 28 Business area, which supports Office and Flex uses, as well as a Route 28 Core area where two types of office employment shall be developed: Office Clusters and Mixed-Use Office Centers. These land development use patterns are defined by the overall form and character of development, as well as their recommended land use mixes and intensities. Land use planning encourages higher intensity office employment uses immediately adjacent to Route 28 (generally between the parallel roads of Pacific Boulevard and Atlantic Boulevard/Shaw Road/Glenn Drive). The County may consider higher density office development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Office Cluster development or Mixed-Use Office Center. Flexible development options are offered elsewhere in the corridor. To catalyze office development at key locations and their surrounding areas, the development options allow three high intensity mixed-use areas to develop under certain criteria (as discussed below) that shall serve as centers of activity along the corridor. A broad range of supportive uses shall be permitted and encouraged as appropriate, such as residential, hotels and retail. To support Loudoun's industry clusters related to Federal Government Contracting, Defense and Aerospace, Information Communications and Technology, and other emerging industry clusters, the corridor shall offer unique opportunities for businesses to develop customized hybrid campuses that include combinations of office, research-and-development, and manufacturing in one development setting.

The County also will carefully consider compatibility in uses, densities, and site design of new developments with existing uses, specifically the Washington Dulles International Airport, the Loudoun Quarry, Loudoun Water's Broad Run Water Reclamation Facility and existing and planned residential neighborhoods, during the land development process. Any potential negative impacts from new developments shall be mitigated and compatible transitioning should be demonstrated. The corridor shall include a distinctive identity through the use of landmark projects as well as high quality landscaping, architecture, signage, sustainability and other design elements that will set it apart from competing areas. The County's plan for the Route 28 Corridor is intended to stimulate the development of high-quality employment settings and transform the corridor into one of greater density, a synergistic mix of uses, more pedestrian and transit friendliness, and sustainability in design and function.

General Policies

- 1. The Route 28 Corridor is a premier business corridor with an organized pattern of development. All land development within the corridor shall conform to the Route 28 Corridor Land Development Patterns Map and the related plan policies contained herein.
- 2. The County supports the continued growth of higher education and research-and-development uses within the Route 28 Corridor that are complementary and compatible with the employment character of the corridor.
- 3. Any large-scale Public and Civic uses located within the Route 28 Core should be well-integrated within a development and enhance its economic development potential.
- 4. All new development within the Route 28 Corridor shall mitigate any potential negative impacts to Washington Dulles International Airport, Loudoun Quarry, Loudoun Water's Broad Run Water Reclamation Facility, and existing and planned residential neighborhoods. Compatible transitions to these uses may be appropriate through a combination of use, intensity, scale and/or building heights, and setbacks.
- 5. Higher Floor Area Ratios (FARs) and minimum number of stories shall ensure that land situated along Route 28 will build to its full potential, though the overall density of a project may be reduced based on environmental considerations, compatibility with surrounding uses and business requirements, and to further other planning objectives. The resulting development pattern should conform to the goal of locating the highest intensities closest to Route 28 and within ½ mile of planned transit (bus or rail) stations.
- 6. With the exception of Mixed-Use Office Centers, all office land use categories provide flexibility for office campuses that include combinations of office, research-and-development, and manufacturing, provided that the project fully meets the design guidelines of this Plan.
- 7. The Route 28 parallel roads of Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard function as the "spines" of development in the corridor, as shown on the Land Development Patterns Map contained herein. Therefore, the County may consider higher density office development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Office Cluster development or Mixed-Use Office Center. Consolidation of land or parcels should occur on both sides of these roadways such that the overall development results in well-designed, high-quality uses that are functionally and visually integrated with a pedestrian-oriented streetscape that includes safe and pedestrian-friendly movement across Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard. Appropriate transitions in density from the Route 28 Core to the Route 28 Business areas should be provided within areas near existing and planned residential neighborhoods.

- 8. Any land development proposal located within Office Cluster or Mixed-Use Office Center areas, that includes land adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard, may have flexibility in the internal allocation of densities such that internal areas may exceed the recommended maximum FAR provided: a.) the overall density and site design remains in conformance with plan policies, b.) the proposal is a single, fully integrated project, c.) the resulting development pattern conforms to the goal of locating the highest intensities closest to Route 28 and within ¼ mile of planned transit stops, and d.) the internal allocation of densities does not create situations where developable land is underutilized. Such proposals shall be considered on a case-by-case basis, with special consideration given to environmental and physical constraints.
- 9. Residential development shall continue to be located outside the adopted Ldn 65+ (day/night average noise level) noise contours for Washington Dulles International Airport.
- 10. Residential development within the Route 28 Tax District shall be limited to three Mixed-Use Office Centers, the Urban Center, and Residential and High Density Residential areas included in the Land Development Patterns Map. Policies for the Mixed-Use Office Centers are contained herein. Policies for Residential, High Density Residential, and the Urban Center areas are located in Chapter 6 of the *Revised General Plan*.
- 11. Destination retail uses will be limited to the parcels bounded by Potomac View Road to the east, Cascades Parkway to the west, and Route 7 to the north as identified on the *Countywide Retail Policy Plan Amendment* map for Route 7. Policies guiding destination retail development can be found in the *Countywide Retail Policy Plan Amendment*.
- 12. Flex uses are supported in the Route 28 Corridor. Flex uses include laboratory, data centers, and training facilities in combination with office and research and development. Supportive Retail and Commercial uses over 10% shall be limited to showrooms associated with the predominant use.
- 13. Flex and Light Industrial uses are supported within planned Industrial areas in conformance with the Land Development Patterns Map.
- 14. The County encourages the consolidation of existing smaller properties in order to create more unified development within the Route 28 Corridor. The advantages of consolidated development include comprehensive urban design, uniform architectural treatment, controlled access, more efficient parking and landscaping, and environmental protection. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are sensitive to, and functionally and visually integrated with, planned and existing developments both within and adjacent to the corridor.

- 15. All development proposals shall conform to a generally rectilinear grid system of streets. Development proposals adjacent to vacant or underutilized land shall include opportunities for connectivity and demonstrate coordinated site design.
- 16. All development within the Route 28 Corridor shall comply with the base design standards contained in this Plan. Office Clusters and Mixed-Use Office Centers shall comply with the applicable base design standards contained in the Plan regarding site design, street and block, streetscape, building form, parking, parks and open spaces, public and civic uses, landscaping, and signage that ensure high-quality design. All developments should contribute to the aesthetics of the corridor.
- 17. The County supports the development of a Public/Civic Facilities Plan specific to the corridor that includes the identification and location of planned public facilities, including parks and open spaces, and civic uses unique to the corridor and at a scale that is compatible with planned development.
- 18. For the purposes of the *Route 28 Corridor Plan*, the definition of Parks and Open Spaces and Civic and Public uses are as follows:
 - <u>Parks & Open Spaces</u> Outdoor areas that are dedicated for public use such as athletic fields and courts, parks, greens, squares, plazas, courtyards, forecourts, and playgrounds. These spaces shall be integrated purposefully into the overall design of the development and not merely be residual areas left over after buildings and parking lots are sited. Parks and Open Spaces include open spaces in their "natural" state, such as forests, wetlands, or meadows; trails and trail connections, along with active and passive recreational spaces. The preservation of environmentally fragile and valuable land and habitat shall be given a priority. Parks and Open Spaces also include greens, squares, plazas, forecourts, and courtyards, which should be designed as appealing places that foster social interactions and are designed to hold short-term informal activities and programmed events.
 - <u>Civic Use</u> A single-use or shared building operated by a nonprofit group or organization, exclusive of government, that is dedicated to social, recreational, religious, educational, or charitable services. A single-use building or shared building operated forprofit for public assembly may be considered as a civic use on a case-by-case basis.
 - <u>Public Use</u> Any building or structure, accessible to the general public, and held, used or controlled exclusively for public purposes by any department or branch of the federal, state, or Loudoun County government, such as post offices, motor vehicle departments, general government support offices, libraries, community centers, recreation centers, sheriff substations, fire and rescue stations, etc.
- 19. The County encourages partnerships among multiple developments to contribute toward significant, meaningful, shared Parks and Open Spaces and Public and Civic uses that shall serve multiple areas within the corridor. Such a contribution may count towards a project's required Parks and Open Spaces and Public and Civic use components.

- 20. The County encourages innovative and sustainable design to meet a project's Parks and Open Spaces requirements, such as terraces, forecourts, promenades, enhanced entrance features, bioswales, rain gardens, and green roofs and walls. Green roofs that are proposed to meet a project's Parks and Open Spaces requirement must be accessible to the general public, or at a minimum, to all residents and employees of the building or development. Projects shall include a variety of open space types.
- 21. The following policies apply to all land development in the southeast quadrant of the corridor (generally south of Route 606 and east of Route 28) to reflect its proximity to Washington Dulles International Airport, Fairfax County and the Town of Herndon:
 - a. All land development proposals in this area shall be functionally and visually integrated with the adjacent transit station area planned in Fairfax County surrounding the Route 28/CIT metro station. All land uses shall be compatible with those existing and planned for Washington Dulles International Airport, Fairfax County and the Town of Herndon.
 - b. All development proposals shall provide coordinated roads, sidewalks, bike paths, and trails that provide linkages within Loudoun County to adjacent areas within Fairfax County and the Town of Herndon, in particular the Route 28/CIT metro station.
 - c. A network of streets shall be implemented to connect future development in Loudoun County to adjacent future and existing development in Fairfax County, including a grid street pattern surrounding the Route 28/CIT transit station. The grid should create a hierarchy of streets and multiple access points to higher capacity roads intended to handle the traffic.
- 22. The County encourages Route 28 Tax District landowners in the corridor to rezone to appropriate zoning districts in the revised zoning ordinance that are consistent with the County's overall land use vision.
- 23. The County supports mechanisms and incentives that extend public utilities, where absent, within the corridor.
- 24. The County supports a project's ability to receive an increased FAR when commitments are given that support the policies of the *Route 28 Corridor Plan*. These commitments can include, but not be limited to, exceeding the minimum number of unmet housing needs units, lot consolidation of existing smaller properties for a more unified development pattern, green building design, and structured parking at full build-out.

Route 28 Core Policies

The *Route 28 Corridor Plan* identifies areas adjacent to Route 28 for high-quality, high intensity office developments that take advantage of the economic opportunities associated with frontage on Route 28. The Route 28 Core is generally bounded by Pacific Boulevard and the Broad Run

floodplain to the west and Atlantic Boulevard/Shaw Road/Glenn Drive to the east. The County supports the development of Office Clusters within the Core. To stimulate economic activity along the corridor, up to three mixed-use office developments can be developed within this area in conformance with the Mixed-Use Office Center policies of this Plan.

General Policies

- 1. The Route 28 Core supports development within an Office Cluster or a Mixed-Use Office Center per the policies of this Plan.
- 2. The County may consider custom campuses that include combinations of office, research-and-development, and manufacturing uses within the Route 28 Core provided the predominant use in the proposed development remains office or research-and-development and the proposal conforms to the applicable base design standards.
- 3. With the exception of Destination, Full-Service Hotels, all new Commercial Retail and Service uses within the Core immediately adjacent to Route 28 shall be incorporated within mixed-use buildings.
- 4. Hotels within the core should include mid-priced, upscale, and/or luxury full-service hotels. All of these should provide at a minimum restaurant, lounge facilities, meeting space, room service and bell service.
- 5. Destination, full-service hotels are encouraged in the corridor and are defined as multistory, large-scale hotels with a minimum of 200 rooms that are targeted to business and/or leisure travelers and include large meeting facilities of 10,000 square feet or greater or are combined with a convention center, and contain high-quality services and extensive amenities, including one or more restaurants, bell and valet service, room service, concierge service, 24-hour front-desk service, business services, spa service, fitness center and recreational/entertainment facilities.
- 6. With its proximity to Washington Dulles International Airport and as a gateway into Loudoun County, the County supports a higher concentration of destination, full-service hotels south of Sterling Boulevard.
- 7. Office Cluster or Mixed-Use Office Center proposals shall comply with the following criteria:
 - a. Is consistent with the intent and purpose of the Route 28 Corridor policies and base design standards contained herein.
 - b. Supports the orderly and coordinated development of its surroundings by providing appropriate connections, landscaping and opportunities for integration of the adjacent properties, through design and street connectivity.
 - c. Mitigates any adverse impacts to the built and natural environment.
 - d. Achieves adherence to the base design standards within the *Route 28 Corridor Plan*.

e. Complies with the sustainable development and unmet housing needs policies of the *Route 28 Corridor Plan*.

Office Cluster Policies

Office Clusters are defined as medium and high-density compact, pedestrian-oriented office developments with highly integrated office-supportive amenities including retail, restaurants, hotels, personal services, parks and open spaces, public and civic uses, and both surface and structured parking at full build-out. They do not permit a residential component.

- 1. Premier, highly-visible Office Clusters adjacent to Route 28 are supported in areas depicted on the Route 28 Corridor Land Development Patterns Map as Route 28 Core. Office within an Office Cluster is defined as high-quality office buildings containing four or more stories and located within areas that provide significant visibility and proximity to heavily traveled roadways.
- 2. A minimum of five stories is recommended for office buildings immediately adjacent to Route 28.
- 3. The County encourages a mix of highly-integrated uses and employment supportive uses, including Commercial Retail and Services uses, within Office Clusters. No residential development shall be permitted.
- 4. Vertically-mixed buildings, such as multi-story office buildings with commercial storefronts on the ground level, are encouraged within Office Clusters.
- 5. Single-story retail uses are permitted in Office Clusters provided they are integrated within the development and provide pedestrian accessibility.
- 6. Secure office and research-and-development campuses shall be permitted within areas designated as Office Clusters contingent on general compliance with the base design standards contained herein. For secure campuses, deviations from the applicable base design standards may be considered on case-by-case basis in order to accommodate security elements, for example greater building setbacks, secured perimeters, controlled site access, etc. The land use mix in an Office Cluster, based on square footage by use category, shall substantially comply with the following ratios:

Land Use Category*	Minimum Square Footage Required	Maximum Square Footage Permitted
Office	60%	100%
Commercial Retail & Services*	0%	10%
Flex	0%	10%
Public and Civic**	0%	15%

^{*}For retail policies, see Countywide Retail Policy Plan Amendment

^{**}When Public and Civic buildings are proposed, the percentage square footage of the use may count towards meeting the minimum 15% requirement as described in Policy 7

- 7. All Office Clusters shall include a combination of Parks and Open Spaces and Public and Civic uses consisting of a minimum of 15% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting and location of the development. All Parks and Open Spaces and Public and Civic uses shall conform to the base design standards contained herein.
- 8. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to one-third of the required Parks and Open Spaces and Public and Civic uses may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.
- 9. To support adjacent and surrounding office developments, destination, full-service hotels proposed south of Sterling Boulevard may exceed the recommended 10% Commercial Retail and Services and lower FAR's may be allowed.
- 10. Non-residential FARs between 0.6 and 1.0 FAR are envisioned in Office Clusters within the Route 28 Core contingent upon the availability of adequate transportation improvements.

Mixed-Use Office Center Policies

The County's vision includes Mixed-Use Office Centers within development envelopes located in the northern and southern ends of the corridor to promote the County's image as a world-class business destination. A third Mixed-Use Office Center development envelope is envisioned in the central portion of the corridor. These live-work centers shall have higher intensities and a greater variety of uses than other areas of the corridor, including multi-family residential, to support a diversity of residents and workers, transit, and retail, entertainment, and recreational activities that promote vibrant 24/7 activity during morning and evening hours when employees are typically absent. Full-service and high-end limited service hotels, meeting places, destination attractions, culture, and entertainment that offer greater weekend and nighttime activity for office and Washington Dulles International Airport employees are encouraged. The mix of uses shall allow for the creation of vibrant, activity-rich centers that shall attract office tenants and a broad spectrum of residents and employees to the corridor and create unique "places" that are amenities for the entire corridor and its surrounding areas. Public and civic areas are to be provided as part of Mixed-Use Office Centers.

Within each Center, a high quality working and living environment shall be created through well-designed projects. A range of residential dwelling units that help fulfill the County's unmet housing needs shall be a vital element in these areas to ensure that affordable housing options shall be located close to employment opportunities and transit. The phased density of these Centers may be higher than other areas within the Route 28 Corridor in order to provide a well-designed urban pattern of residential and non-residential uses with the "critical mass" needed to support employment and mass transit.

- 1. The Plan foresees the development of up to three premier, high-intensity, Mixed-Use Office Centers, each located within the development envelopes depicted on the Route 28 Corridor Land Development Patterns Map. Office within a Mixed-Use Office Center is defined as high-quality office buildings containing seven or more stories and located within areas that provide high visibility, proximity to Route 28, accessibility from major roadways, and accessible, multi-modal transportation options.
- 2. Mixed-Use Office Centers shall consist of a core development located within the development envelopes depicted on the Land Development Patterns Map, be at least 50, but no more than 90, buildable acres in size and shall substantially comply with the land use mix ratios indicated in Policy 18. The County may consider proposals under 50 acres on a case-by-case basis that meet the intent of the Mixed-Use Office Center policies.
- 3. Additions to Mixed-Use Office Centers may be considered by the County on a case-by-case basis. The proposed addition shall (i) be adjacent to and contiguous with the core development, (ii) provide an integrated development plan both internal and with the core development achieved through roadway, pedestrian and bicycle connections as well as a consistent streetscape, (iii) conform to the base design standards for Mixed-Use Office Centers contained herein, and (iv) shall not cause the aggregate acreage of the center to exceed 90 acres in size.
- 4. Proposed additions to the Mixed-Use Office Center core development may vary from the land use mix provided the aggregate Mixed-Use Office Center acreage still complies with the recommended land use mix ratios in Policy 18.
- 5. While the County may consider higher density development adjacent to the east side of Atlantic Boulevard/Shaw Road/Glenn Drive and the west side of Pacific Boulevard as part of an integrated Mixed-Use Office Center, the County will not support a Mixed-Use Office Center proposal that extends beyond the northern and southern boundaries of the Mixed-Use Office Center development envelopes.
- 6. As a major, limited access highway, Route 28 is an impediment to Mixed-Use Office Center integration and the highway shall always act as an edge when centers are proposed adjacent to the highway. As such, Mixed-Use Office Centers shall be limited to either the east or the west side of Route 28.
- 7. Mixed-Use Office Centers shall be developed as 24/7 amenity-rich environments unique to the corridor that appeal to a broad spectrum of employees, business tenants, and residents. A mix of mutually supportive uses shall be provided in these Centers, including business, retail, restaurants, personal services, hotels, for-sale and rental housing, civic, public, cultural, and entertainment. They shall serve as centers of activity along the corridor.
- 8. Mixed-Use Office Centers shall develop as vertically integrated mixed-use buildings, such as multi-story office and residential buildings with commercial storefronts at ground

level. Individual residential buildings are allowed if they are well-integrated into the design of the center and conform to the Route 28 Corridor base design standards for Mixed-Use Office Centers. The Centers shall have the distinctive characteristics of an urban environment with pedestrian-oriented building facades, ground-floor shops and civic amenities, and streets culminating in distinctive public spaces. Pedestrian circulation shall be enhanced by short blocks arranged in a rectilinear grid-street pattern.

- 9. Single-story retail buildings conflict with the compact, pedestrian-oriented nature of these developments, are not appropriate, and should not be permitted greater than 2,000 square feet.
- 10. Any drive-through retail uses shall be incorporated within mixed-use buildings.
- 11. Residential dwellings within Mixed-Use Office Centers shall be high-density, multi-family and meet the housing policies of this Plan. The County expects the development of multi-family housing at a variety of price points for rent and for purchase.
- 12. Mixed-Use Office Centers shall provide for a safe, accessible, and pedestrian-friendly environment. Pedestrian and bicycle access shall be provided to transit stops/stations and neighborhoods adjacent to the area. Any potential conflicts between non-pedestrian and pedestrian circulation are to be resolved in favor of the pedestrian right-of-way.
- 13. Within the Centers, the highest concentration of development should be within a ¼ mile of existing, proposed, and/or planned transit stops/stations. The mix of uses at the highest concentration of development should create a critical mass of pedestrian activity as people live, work and spend leisure time in this area.
- 14. Major access roads shall be located on or near the periphery of Mixed-Use Office Centers to avoid conflict with pedestrian traffic.
- 15. Parking within Mixed-Use Office Centers at full build-out should consist primarily of structured parking. Surface parking should be avoided except for on-street parking and as needed on an interim basis in the early phases of development.
- 16. Given the potential for the highest intensities and the greatest mixture of uses, each land development application proposing a Mixed-Use Office Center shall analyze and effectively mitigate potential fiscal, transportation, capital facility, housing, and environmental impacts. The following criteria shall be used to evaluate Mixed-Use Office Center proposals:
 - a. New residential uses shall be contingent on the prior or concurrent construction of office uses such that office uses are the predominant use(s) on the property during each phase of the development;
 - b. The provision of a unified, coherent concept plan showing the type and scale of uses, densities, and the physical and functional integration of proposed land uses in all phases of development, including specific plans and commitments for transit

- station(s) that shall connect to existing and planned transit service along Route 28, the Dulles Greenway and future connections to adjacent parcels;
- c. The availability of appropriate multi-modal transportation improvements, including pedestrian and bicycle travelways;
- d. The provision of utilities, public services and facilities such as schools, fire and rescue, sheriff, and recreational facilities;
- e. The pedestrian-scaled, mixed use character of the area shall be established, commencing in the initial phase of development. The initial phase should include a grid street pattern, vertically-integrated land uses with ground-floor retail and other pedestrian activity-generating uses located along the street, plazas and usable open space, etc.; and
- f. Commitments to address the County's unmet housing needs.
- 17. Approval of future development applications seeking to implement a Mixed Uses Office Center in the central portion of the Route 28 corridor, will be dependent on completion of the parallel road network to the currently congested Waxpool Road corridor, and such development applications will not exacerbate congestion in the Waxpool corridor and will provide transportation enhancements such as completion of the planned road network, including multi-modal and transportation demand management (TDM) solutions.
- 18. The land use mix in a Mixed-Use Office Center, based on square footage by use category, shall substantially comply with the following ratios:

Land Use Category	Minimum Square Footage Required	Maximum Square Footage Permitted		
Office	55%	70%		
Commercial Retail & Services*	10%	20%		
High Density Residential	15%	25%		
Public and Civic**	5%	No Maximum		
*For retail policies, see Countywide Retail Policy Plan Amendment				

19. Mixed-Use Office Centers that propose Destination, Full-Service Hotels may exceed the maximum 20% Commercial Retail and Services.

**At least 2% of the Public and Civic square footage shall be provided on-site.

20. All Mixed-Use Office Centers shall include Parks and Open Spaces consisting of a minimum of 10% of the land area of the site.

- 21. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to half of the required Parks and Open Spaces and three-fifths of the required Public and Civic uses may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor. Contributions would be in addition to the anticipated Capital Facilities contributions associated with the Mixed-Use Office Center.
- 22. All Public and Civic uses and Parks and Open Spaces shall conform to the base design standards contained herein.
- 23. The County anticipates a maximum residential and non-residential FAR of 1.0 and up to 1.5 with incentives for Mixed-Use Office Centers within the northern and central Mixed-Use Office Center areas and a maximum residential and non-residential FAR of 1.5 and up to 2.0 with incentives for the southern Mixed-Use Office Center area.

Route 28 Business Policies

The Route 28 Business area, as depicted on the Route 28 Corridor Land Development Patterns Map, reserves land outside the Route 28 Core for low to mid-density Office and Flex uses. Office settings allow for a limited amount of internally-oriented office-supportive uses and amenities. Within Flex settings, buildings contain spaces that can be configured to allow a flexible amount of office or showroom space in combination with research-and-development, laboratory, high-tech, and warehousing uses. Flex uses also include Data Centers. The overall intensity of these areas should generally be lower than Office Clusters and Mixed-Use Office Centers. Office and Flex developments are anticipated to include a combination of well-integrated Parks and Open Spaces and Public and Civic Uses.

- 1. The Route 28 Business area supports up to 100% Office and Flex uses with supportive Commercial Retail and Services limited to 10% of the floor area.
- 2. The County supports and encourages the development of secure office campuses and research-and-development uses within the Route 28 Business area.
- 3. No additional residential development shall be permitted within the Route 28 Business area outside those areas specified in Land Use General Policy 10.
- 4. Typical buildings within the Route 28 Business area shall contain two or more stories. The County encourages higher intensities, generally four or more story buildings, adjacent to major roadways such as George Washington Boulevard, Russell Branch Parkway, Waxpool/Church Road (Route 625), Loudoun County Parkway, Moran Road, Sterling Boulevard, Route 7, and Route 606 east of Route 28. Flex uses shall not be permitted adjacent to these roadways.
- 5. Route 28 Business prohibits the outside storage of materials and equipment.

- 6. All developments within the Route 28 Business area shall include a combination of Parks and Open Spaces and Public and Civic uses consisting of a minimum of 15% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting and location of the development and shall conform to the base design standards contained herein.
- 7. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to one-third of the required Public and Civic uses and Parks and Open Spaces may be waived if contributions in the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.
- 8. Non-residential FARs between 0.4 to 1.0 are envisioned within the Route 28 Business area. Lower FARs may be allowed for Flex developments.

Route 28 Industrial Policies

The Route 28 Industrial area supports Heavy Industrial, Light Industrial, and Flex uses that have traditionally clustered near the Washington Dulles International Airport. Light Industrial and Flex businesses that include warehousing, distribution, and manufacturing that rely on time-sensitive air-cargo transfer can take advantage of locating within the Industrial area. This area provides more immediate access to the airport, Route 606, Route 28, and the regional surface transportation network. Locating the Route 28 Industrial area near the airport and along the Route 606 Corridor west of Route 28 also protects land critical to airport-related businesses and directs these types of uses to land that is outside the Route 28 Core.

- 1. Route 28 Industrial supports up to 100% Heavy Industrial, Light-Industrial, and Flex uses with supportive Commercial Retail and Services, limited to 10% of the floor area, as depicted on the Route 28 Corridor Land Development Patterns Map as Route 28 Industrial.
- 2. Within Light Industrial settings, buildings contain spaces that can be configured to allow a flexible amount of office space in combination with warehouse distribution, manufacturing (light and heavy), freight-forwarding (truck terminals and air cargo), and heavy equipment repair.
- 3. Uses requiring considerable outside materials and equipment storage, heavy equipment repair, and similar activities shall be permitted within areas designated as Industrial.
- 4. All developments within the Route 28 Industrial area shall include Open Spaces consisting of a minimum 10% of the land area of the site. All such uses shall be meaningful and appropriate to the scale, setting, and location of the development and shall conform to the base design standards contained herein.
- 5. Subject to a County-approved Public/Civic Facilities Plan, which includes Parks and Open Spaces, up to half of the required Open Spaces may be waived if contributions in

the form of cash-in-lieu are provided toward such uses off-site and within the Route 28 Corridor.

- 6. The County shall provide opportunities and incentives to encourage legacy industrial businesses within the corridor to relocate to designated industrial areas.
- 7. Non-residential FARs between 0.20 to 0.40 are envisioned within the Route 28 Industrial area.

HOUSING

The County's policies for Mixed-Use Office Centers include the provision of multi-family housing located close to employment, transit, shopping and services. In addition to office and residential, Mixed-Use Office Centers shall include a mix of commercial retail and services and other types of supportive uses. The plan's housing policies promote Mixed-Use Office Centers that enable employees in the corridor to live close to their places of employment.

In 2007, the Loudoun County Board of Supervisors adopted revised housing policies that are aimed at promoting housing options for all people who live and/or work in Loudoun. The County's housing policies focus on the unmet housing needs of Loudoun's citizens and workers earning up to 100% of the Washington Metropolitan Area Median Income (AMI). A 2006 study produced for the Loudoun County Housing Advisory Board by AECOM CONSULT identified a shortage of rental and owner-occupied units available for Loudoun's workers. According to the study, there is a shortage of available rental units for incomes ranging from 10 to 60% of AMI. Over time, the rental housing shortage is expected to get worse for incomes from 10 to 50% of AMI. For owner-occupied units, the shortage occurs from 10 to 120%. Shortages worsen over time for income ranges from 50 to 100% of AMI with the most pronounced shortages for incomes at 80% of the median.

All development within the Route 28 Corridor that includes a residential component should address the County's unmet housing needs. In particular, the residential component of Mixed-Use Office Centers should accommodate a variety of age groups, interests, and needs and be accessible to those without cars, meet ADA requirements, and incorporate universal design. Appropriate contributions include Affordable Dwelling Units (ADUs) required pursuant to the Zoning Ordinance, below market rate for-purchase and/or rental units that the County deems to meet the intent of these housing policies.

Housing Policies

- 1. All residential development within the Route 28 Corridor shall conform to County policies for addressing unmet housing needs to encourage a diverse population of residents to support a variety of jobs.
- 2. Housing that is developed to fulfill unmet housing needs should be well integrated and dispersed throughout the Mixed-Use Office Centers while locating near existing or planned employment opportunities, transit routes and stops, and other amenities.

- 3. All proposals for Mixed-Use Office Centers shall provide a minimum of 12% of the proposal's total units on-site to address unmet housing needs. Flexibility regarding the percentages within the income tiers may be considered for projects that meet additional housing needs identified by the County. Examples include providing a higher proportion of units in the lowest income tiers or providing a high proportion of accessible units. Such proposals shall be evaluated on a case-by-case basis.
- 4. The minimum number of units shall be distributed as affordable based on the countywide housing policies and the following Income Tiers:

Income Tiers for Addressing Unmet Housing Needs in the Route 28 Corridor Based on Washington Metropolitan Area Median Income (AMI)					
Income Tier	% of Total Units	% of Total Units (Rental Only Projects)			
0 up to 30%	2	2			
Above 30% up to 60%	5	10			
Above 60 up to 80%	3 (For Sale Only)	-			
Above 80 -100%	2 (For Sale Only)	-			

- 5. If required by the Zoning Ordinance, ADUs may be counted toward meeting the 12% unmet housing needs objective.
- 6. A covenant securing affordability for a minimum 30 years shall be attached to each unit that addresses unmet housing needs.
- 7. Mixed-Use Office Center proposals that commit to at least 15% of the total units for unmet housing needs objectives as set forth in Policy 4 shall be entitled to receive an increase in the FAR not to exceed 0.1 over the upper density limit set forth in the plan. Mixed-Use Office Centers that provide a greater amount of very-low income housing units based on the project's total units (0 up to 30% of AMI) may be eligible for an additional 0.1 FAR increase in floor area. Increases in floor area may be used for residential and non-residential uses in accordance with the overall land use mix.
- 8. All dwelling units intended to address unmet housing needs should be provided prior to or concurrently with market rate units, be dispersed throughout the project, have a similar mix to market rate units in the number of bedrooms and floor area, and be comparable to market rate units in terms of appearance, materials, and finished quality.

TRANSPORTATION

Route 28 is one the most heavily traveled transportation arteries in Loudoun County, extending from Route 7 in the north to Washington Dulles International Airport and the Fairfax County line

to the south. Route 28 in Loudoun County is a 6-mile long, six-lane, limited access, median divided, principal arterial with seven grade-separated interchanges. As of 2008, the latest available data from VDOT, Route 28 carries anywhere from 70,000 (at its northern most end), to 111,000 daily trips (where it intersects the Dulles Toll Road). Two parallel roads, Atlantic Boulevard to the east, and Pacific Boulevard to the west of Route 28, provide local north/south access to the corridor. A series of east/west roadways provide connections to countywide systems and allow local traffic to access the Route 28 Corridor. There are numerous bicycle and pedestrian facilities planned within the Route 28 Corridor, although the overall network remains incomplete. The Washington & Old Dominion (W&OD) Trail is the most significant non-motorized facility in the corridor. The Route 28 Corridor is currently served by both commuter and local bus service, with anticipated connections to future Metrorail.

While the corridor is currently automobile dependent, the transportation network in the future must provide more opportunities for greater bicycle, pedestrian, and transit accessibility to support the types of densities envisioned. The establishment of a multi-modal transportation network, with an emphasis on transit, is an important component to reduce future traffic impacts due to growth and to support the types of vibrant pedestrian-friendly employment and mixed-use developments envisioned in the corridor. Investments in transit within the corridor can enhance the value of adjacent properties, support greater high-quality Office development, and increase the competitiveness of the corridor within the region to attract national and international businesses. Travel Demand Management (TDM) strategies which reduce the use of singleoccupant vehicle trips, optimize non-vehicular modes of transportation and maximize transportation system performance are critical for the development of the corridor. TDM strategies, in addition to the use of alternative modes of transportation (i.e. bicycle, pedestrian, and transit), also advocate a shift in traditional work schedules which may include teleworking, compressed work week, flexible work hours etc. to achieve peak hour trip reductions. The implementation of TDM strategies is also consistent with the County's goals for environmental sustainability, providing opportunities for decreased fuel consumption and reductions in greenhouse gas production. The appropriate balance between land use and transportation demands to support expected growth in the corridor is critical to maintaining the viability and economic success of the corridor as it develops in the coming years.

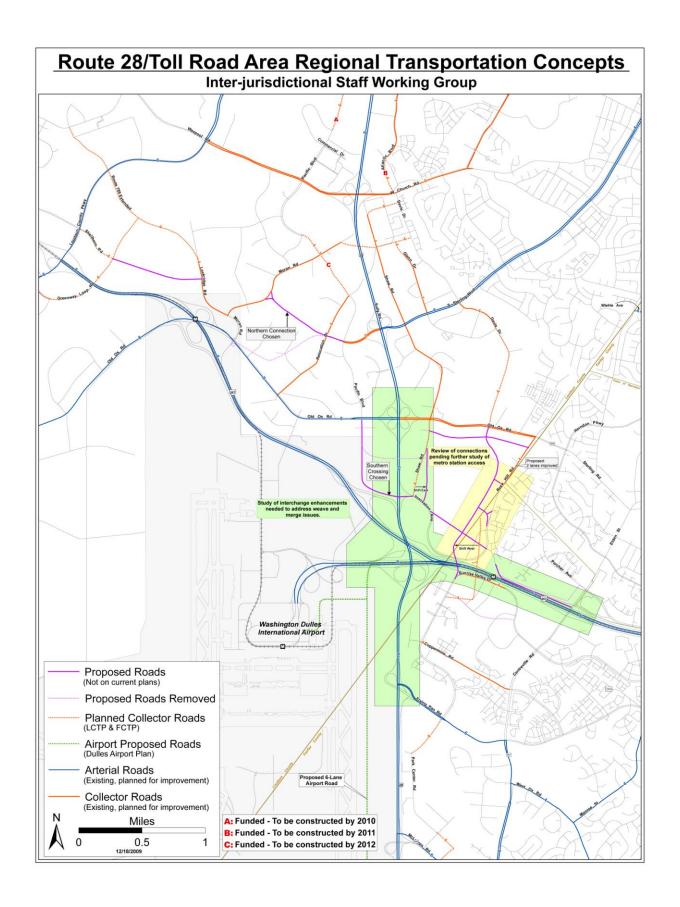
Transportation Policies

- 1. Development in the corridor shall be linked to transportation capacity. The Route 28 Corridor shall offer a balance of transportation options, including automobile, transit, pedestrian, and bicycle.
- 2. Development within the Route 28 Core should be compact, higher-density, and include a mixture of uses to support reductions in vehicle trips and overall traffic congestion and multi-modal development.
- 3. The County shall support the planning, funding, and development of public transit

services for the Route 28 Corridor.

- 4. Per the *Countywide Transportation Plan*, the County will work with VDOT to prioritize, fund, and implement road improvements that create better efficiencies and reduce traffic congestion within the corridor.
- 5. The County shall require street connectivity within and between developments through a finer grid of streets to disperse traffic, reduce vehicle trips, and improve bicycle and pedestrian mobility.
- 6. The County shall consider reduced design speeds and other flexible design standards on road segments within the corridor to ensure safe pedestrian and bicycle mobility.
- 7. The County shall develop guidelines for context-sensitive street designs to improve bicycle and pedestrian accessibility, connectivity, functionality and safety within the corridor.
- 8. On-road bicycle accommodations and off road shared use paths and/or sidewalks shall be provided, where feasible, on the parallel roads (Atlantic Boulevard/Shaw Road/Glenn Drive and Pacific Boulevard) and major connecting roadways to provide a balanced multi-modal system.
- 9. The County anticipates improved multi-modal connections within the corridor and shall develop opportunities for greater bicycle, pedestrian, and transit accessibility from employment areas to existing and planned residential neighborhoods within and outside the corridor.
- 10. The County supports the identification of additional locations for Route 28 bicycle and pedestrian cross-connections, including bridges and decks, which shall decrease the barrier of the highway to bicycle and pedestrian movement.
- 11. Trail and/or sidewalk facilities shall be incorporated in all road improvement projects in which provision for pedestrian movement is consistent with the function and character of the road and/or where there is an opportunity to establish a connection with the County's existing or proposed trail system.
- 12. Transportation solutions in the southern section of the corridor, including transit, pedestrian and bicycle ways, and road improvements, shall be determined through a regionally-oriented approach with Fairfax County, the Town of Herndon, and the Metropolitan Washington Airport Authority (MWAA).
- 13. The *Route 28 Corridor Plan* incorporates the work and recommendations of the Interjurisdictional Group (representatives from the Town of Herndon, Fairfax County, and Loudoun County), as referenced in the following Route 28/Toll Road Area Regional Transportation Concepts map. The County also supports the incorporation of the recommendations into the *Countywide Transportation Plan*.

- 14. The County's Travel Demand Management (TDM) strategies contained in the *Countywide Transportation Plan* shall be used, with the assistance from the private sector, to reduce the use of single-occupant vehicle trips and optimize transportation system performance during peak and off-peak periods.
- 15. The County shall require a Travel Demand Management (TDM) plan for all Mixed-Use Office Center and Office Cluster developments. The TDM plan shall establish specific trip reduction thresholds related to various phases of development, identify measures to quantify these trip reductions, and include penalty provisions in the event trip reductions thresholds are not achieved.



Route 28 Corridor Plan Land Development Pattern Matrix LAND DEVELOPMENT PATTERN	Floor-to-Area Ratio (FAR)	Typical Uses Envisioned	Number of Stories
Route 28 Core:		Office Clusters; Mixed Use Office Centers	
Office Cluster	Between 0.6 and 1.0 FAR contingent on transportation improvements	Mix of highly-integrated uses and employment supportive uses; encourage vertically-mixed buildings with commercial storefronts on ground level; no residential uses allowed; may include custom campuses; predominantly Office, limited Commercial Retail and Services; Public and Civic uses	Four or more stories; minimum of five stories immediately adjacent to Route 28
Mixed-Use Office Center (MUC)	1.0 FAR up to 1.5 FAR with incentives for the northern and central MUC areas; 1.5 FAR up to 2.0 FAR with incentives for the southern MUC area	Mix of mutually supportive uses including business, retail, restaurants, personal services, hotels, for-sale and rental housing, civic, public, cultural and entertainment uses; 24/7 amenity-rich developments; vertically integrated mixed-use buildings; "urban feel" with pedestrian-oriented building facades; high-density, multi-family residential dwellings only	Seven or more stories
Route 28 Business	Between 0.4 and 1.0 FAR; lower FARs in Flex developments	Low to mid-density Office and Flex uses; includes secure office campuses and R&D supportive Commercial Retail and Services up to 10% of FAR: No residential uses; no Flex adjacent to major roadways; no outdoor storage; Large scale Public and Civic uses allowed	Two or more stories; higher intensities, generally four or more stories adjacent to major roadways
Route 28 Industrial	Between 0.2 and 0.4 FAR	Up to 100% Heavy Industrial, Light Industrial, Flex uses with supportive Commercial Retail and Services limited to 10% of FAR; includes warehousing, distribution, manufacturing; outdoor storage of materials and equipment allowed	Not specified

DESIGN

The development patterns supported in the Route 28 Corridor, including Mixed-Use Office Centers, Office Clusters, Office, and Flex, focus as much on the physical form and character of development as much as their uses. Adherence of developments to the base design standards below is important to achieving a unified development pattern in the corridor that is consistent with the Route 28 Corridor Land Development Patterns Map. Adherence to the base design standards also contributes to a high-quality image for the corridor that attracts regional, national, and international businesses.

General Policies

- 1. The County shall develop a user-friendly, illustrative design handbook that reflects the Route 28 base design standards contained herein. The handbook shall convey a high quality image for the Route 28 Corridor and promote an overall sense of place through design elements that relate to block size, circulation and connectivity, streetscape and street sections, building form, placement (setbacks), orientation, articulation, Parks and Open Spaces, Public and Civic uses, landscaping and sustainability.
- 2. The base design standards emphasize the integration of natural features and shared, meaningful Parks and Open Spaces.
- 3. Office Clusters and Mixed-Use Office Centers shall create a sense of place and establish the Route 28 Corridor as a premier employment location. In particular, development of a gateway at the southern end of the corridor shall convey a positive and welcoming sense of arrival for visitors and business travelers to the Route 28 employment corridor and into Loudoun County. Unique design shall occur within or proximate to a Mixed-Use Office Center, including iconic buildings, structures, and monuments, significant signage, and public art/sculptures that are visible from the gateway crossroads of Route 28 and the Dulles Greenway/Toll Road.
- 4. Design commitments for proposed developments within the Route 28 Core and Route 28 Business areas shall demonstrate conformance with the standards of the plan.
- 5. The County shall consider incentives for property owners to upgrade their existing developments to meet the Route 28 Corridor base design standards.
- 6. Developments within the Route 28 Corridor shall have minimal impact on environmentally-sensitive areas and surrounding residential uses and exhibit design consistent with the Green Infrastructure and land use policies of the Plan. Existing historic sites, as well as the natural environment, should be incorporated and highlighted in the overall architectural and landscape design.
- 7. Office Clusters and Mixed-Use Office Centers within the entire Route 28 Corridor shall be subject to specific base design standards contained herein.

- 8. Developments proposed in the Route 28 Business area shall be subject to the applicable base design standards for Office and Flex uses contained herein. Generally, Flex developments in these areas should be designed within a park-like atmosphere, exhibiting a high curb appeal through the use of extensive landscaping and coordinated building architecture. Office uses should be located to the front of the building along the roadways, with Flex uses and parking to the rear of the property.
- 9. Developments proposed in the Route 28 Industrial area shall be subject to the applicable design guidelines for General Industry uses contained in the *Revised General Plan*.
- 10. Developments on small parcels that may not be able to achieve the full vision of an Office Cluster may be considered if proposed developments are able to meet the intent of the base design standards and can demonstrate compatibility and integration with adjacent developments.

Office Cluster and Mixed-Use Office Center Design Standards

The Route 28 Core supports a development pattern of mid to high-density, compact, and pedestrian oriented Class A Office developments through Office Clusters and Mixed-Use Office Centers.

Adherence to the base design standards listed below for Office Cluster and Mixed-Use Office Center developments establishes a consistent development pattern along Route 28 that supports a viable, cost-effective planned transit system. The base design standards also establish a more predictable development environment for businesses seeking to develop and locate into the corridor; ensure that developments are compatible with adjacent land uses; contribute to the character of the neighborhood and larger community; create vibrant, pedestrian-oriented places; and support developments that are high quality and visually appealing from adjacent streets and surrounding neighborhoods with an emphasis on building placement and orientation as well as site design.

The development pattern for Office Clusters shall be highly-integrated, compact, mid- to high-rise employment settings. Buildings in Office Clusters shall be four or more stories and shall provide both structured parking and minimal surface parking. It is envisioned that larger-scaled buildings with building heights of five stories or more shall be located along Route 28 with lower density and building heights further away. Office Clusters feature buildings arranged around squares, greens, plazas, forecourts, and courtyards on blocks formed with a rectilinear street pattern. Office Clusters also include landscaped, walkable streets that can feature buildings with storefronts offering ground floor Commercial Retail and Services. Office Clusters are encouraged to provide Parks and Open Space features such as pedestrian promenades, linear parks and trails, outdoor amphitheatres, and similar design features that invite additional pedestrian activity, recreation, and socialization.

The development pattern for Mixed-Use Office Centers calls for a higher intensity of development than Office Clusters. Office buildings within Mixed-Use Office Centers contain

seven or more stories. Parking within Mixed-Use Office Centers at full build-out shall consist primarily of structured parking. The centers should have a lively, robust character with an integrated mix of uses that include Office, Commercial Retail and Services, Residential, Parks/Open Spaces and Public/Civic Uses. The design of Mixed-Use Office Centers is similar to Office Clusters and features a compact urban design with pedestrian-oriented building and parking garage facades, ground-floor shops, and distinctive public spaces. Pedestrian and transit circulation are enhanced by short blocks arranged in a rectilinear grid-street pattern.

Site Design Standards:

- 1. Office Clusters and Mixed-Use Office Centers shall be designed as higher density, compact, and highly integrated developments that foster pedestrian activity.
- 2. Developments shall enhance the existing character of the area, and build upon an established sense of place in the surrounding neighborhoods.
- 3. Heritage and environmental resources shall be preserved and incorporated into the overall design of developments.
- 4. Pedestrian and bicycle facilities shall be incorporated into all new developments.
- 5. Transit stops shall be incorporated into the layout of all Mixed-Use Office Centers.

Street and Block Standards:

- 1. Internal streets shall follow a grid-street pattern to maximize pedestrian connectivity, improve traffic movement along multiple transportation routes and encourage shorter trips, unless precluded by natural and topographical barriers.
- 2. A hierarchy of streets shall be identified, both internal and adjacent to a development, with street design standards that are context-sensitive to adjacent developments. Street hierarchy shall include primary streets where there shall be a focus of pedestrian activity, along with key areas of ground-floor retail activity where there is a high percentage of planned Commercial Retail and Service uses.
- 3. The street network shall provide for the efficient movement of vehicles while minimizing conflicts with pedestrians and bicycles.
- 4. The street network shall provide connections to adjacent existing and planned developments. The street network shall also connect to the surrounding street network.
- 5. Blocks shall be configured at a pedestrian-scale that encourages walkability. "Superblocks" should be avoided. Perimeter block sizes within Mixed-Use Office Centers and Office Clusters generally should not exceed 2,000 feet.
- 6. Blocks in Mixed-Use Office Centers should not exceed 400 linear feet. To mitigate the impact of longer blocks, any one block with a linear length of 400 feet or greater should provide in the middle of the block an alley, driveway, pedestrian way or other significant pedestrian feature such as a plaza, park, or promenade.

Streetscape Standards:

- Streetscape design shall ensure the space between the buildings and the roadways
 contribute to a comfortable pedestrian environment providing adequate space for
 efficient, safe, and accessible pedestrian circulation and a sense of enclosure that supports
 useable pedestrian spaces. Street trees and plantings should be considered to enhance the
 character of the street.
- 2. Large-lot commercial developments shall provide both vehicular and non-vehicular linkages to surrounding areas and between office buildings and other uses.
- 3. Transit stops not integrated into buildings, shall be provided with safe, covered bus stops and waiting areas to shelter pedestrians from the elements.

Building Standards:

- 1. Office Clusters shall feature buildings of four or more stories, except adjacent to Route 28 where buildings of five or more stories are envisioned. Mixed-Use Office Centers shall feature buildings of seven or more stories with a general stepping down of densities towards the periphery of developments when necessary to be compatible with surrounding communities and developments.
- 2. Where not incorporated into mixed-use buildings, residential buildings within Mixed-Use Office Centers shall be urban in character and compatible in form and scale with surrounding commercial buildings.
- 3. Distances between buildings shall be minimized to create safe, pleasant, and active street-level environments and support pedestrian connectivity between buildings, thereby reducing the need for residents, employees, and visitors to drive their automobiles to reach supportive uses, including Commercial Retail and Services.
- 4. Buildings shall be placed close to streets with minimal setbacks and include planting, pedestrian, sidewalk, and frontage zone standards appropriate to the context of adjacent developments. Buildings should adhere to build-to-lines.
- 5. Primary building entrances shall be oriented towards the street or a common gathering place such as a plaza, green, park, square, or pedestrian passageway. Pedestrians should be able to easily identify primary entrances into commercial establishments.
- 6. Buildings greater than 12 stories shall be designed to include façade articulation with design details and features such as building step-backs, to reduce visual massing and mitigate impacts to adjacent properties.
- 7. Building materials and colors shall exhibit high-quality designs with articulation on all sides of the building.

- 8. Mixed-Use Office Center service areas, including refuse and loading areas, should be enclosed within the principal building. Doors for access to the service areas should blend with the architectural treatment of the building.
- 9. Office Cluster service areas, including refuse and loading areas, should be screened from view by visitors and passers-by through landscaping or screening.

Parking Standards:

- To encourage compact, pedestrian-oriented developments, structured parking is supported within Office Clusters and Mixed-Use Office Centers. Office Clusters may contain both surface and structured parking, depending on the density proposed on-site, whereas Mixed-Use Office Centers shall contain predominately structured parking at full build-out.
- 2. Phasing of surface to structured parking during the construction of Office Clusters and Mixed-Use Office Centers shall be considered through the application process.
- 3. The joint use of drive aisles and parking areas should be encouraged to reduce overall parking needs.
- 4. Parking should be located to the rear of buildings, within the interior of blocks, with access from alleys or streets which do not conflict with pedestrian access.
- 5. Structured parking should be conveniently or centrally located, but visibly minimized from arterial streets and public spaces. Surface parking should not occupy lots which terminate a street vista or abut street intersections.
- 6. In Mixed-Use Office Centers and Office Clusters with supportive uses, primary pedestrian streets with ground-floor structured parking should include ground-floor uses or liner buildings with retail, services, restaurants, and offices.
- 7. Surface parking lots should be avoided along primary pedestrian streets. Surface parking lots should be adequately screened from the street side.
- 8. Within Mixed-Use Office Centers, parking at full build-out shall not be located along blocks where it is the sole use.

Parks and Open Spaces Standards:

- 1. Parks and Open Spaces include pedestrian-scaled outdoor areas such as greens, squares, plazas, courtyards, forecourts, and playgrounds. Parks and Open Spaces also include open spaces in their "natural" state, such as forests, wetlands, or meadows; trails and trail connections; and active and passive recreational spaces.
- Parks and Open Spaces shall be integrated purposefully into the overall design of a development and not merely residual areas left over after buildings and parking lots are sited.

- 3. Parks and Open Spaces designed to function as gathering places should be clearly identified and accessible to pedestrians and bicyclists.
- 4. Parks and Open Spaces shall be dispersed so that all residential dwellings and non-residential buildings are located within 1,500 feet of such spaces.
- 5. Greens, squares, plazas, forecourts, and courtyards shall be designed as appealing places to gather with the type of amenities that foster informal social interaction among users. Examples of amenities within these areas include ponds, fountains, ornamental lamps, terraces, waterfalls, sculptures and other public art, planted beds, benches, drinking fountains, and clock pedestals.
- 6. Within Mixed-Use Office Centers, greens, squares, and plazas are encouraged to consider outdoor seating areas, amphitheatres, and other design elements that support more structured, formal activities.
- 7. Small-scale single or two story commercial retail buildings, such as restaurants, coffee shops, bakeries, and public markets, are allowed within greens, squares, plazas, forecourts, and courtyards.
- 8. Heritage and environmental resources shall be incorporated into Parks and Open Spaces and pursuant to the *Heritage Preservation Plan*.
- 9. The preservation of environmentally fragile and valuable land and habitat shall be given a priority for Open Space set-aside.
- 10. Parks and Open Spaces should connect with and provide views to natural amenities.
- 11. Developments should identify linkages to the existing or planned trail network.
- 12. Mixed-Use Office Centers should provide active Open Space to serve the concentration of residents within the center.

Public and Civic Standards

- 1. Public and Civic Uses shall be integrated into the community with maximum visibility and accessibility.
- 2. Planned transit stops shall be provided at all Public and Civic buildings.
- 3. Prominent and highly visible sites should be prioritized for Civic and Public uses. Prominent sites include a location along a primary pedestrian street or at the terminus of a street vista.
- 4. Parks and Open Spaces should be considered in combination with public and civic buildings that include seating areas, public art, planted beds, benches, drinking fountains, etc.

Landscaping Standards:

- 1. Landscaped areas should be used to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views.
- 2. Tree and plant selection and location should promote safety and security, enhance natural environment and stormwater management, provide shade for vehicles and pedestrians, reduce heat islands, and minimize maintenance requirements.
- 3. Low water use plants and native vegetation shall be used to landscape new developments.
- 4. No invasive plant species shall be allowed in the landscape design.

Signage Standards:

- 1. Visitors and residents should be able to locate and identify major attributes of a development through a unified signage concept.
- 2. Signage should contribute to the overall architectural and landscape theme.
- 3. Signage should be used to clearly identify public versus private/residential areas.
- 4. Streetscape signage should be appropriately scaled for pedestrians.

SUSTAINABLE DEVELOPMENT

Sustainable development is the relationship between people, the built environment, management practices, and green infrastructure. Sustainable development calls for practices that are economically cost-effective, enhance human health and well being, and protect and restore the environment. The *Route 28 Corridor Plan* supports opportunities and incentives for sustainable development so that land development is at the forefront of such practices, including green building techniques and technologies which include sustainable site design and integrated energy management planning. The Route 28 Corridor also includes older, developed areas that do not meet today's current stormwater management requirements. As a result, stormwater management facilities in these areas do not achieve adequate pollution filtration and control. Sustainable landscaping strategies can help correct these deficiencies and retain and treat stormwater, reduce stormwater runoff pollution, provide habitats for insects and migratory birds, and retain open space.

Given the diversity of Green Infrastructure within the Route 28 Corridor, the opportunity exists for development at full densities while promoting stewardship of natural areas. The defining natural feature of the corridor is the Broad Run, which drains to the Potomac River. The remaining forested lands in the corridor are primarily associated with the Broad Run and its floodplain. The Broad Run watershed also includes numerous streams, including Cabin Branch, Indian Creek, and various unnamed tributaries. The quality of these waters and the surrounding riparian areas are important not only to aquatic life and wildlife, but when integrated into development, can be an amenity for businesses, employees, and residents in the corridor. Other Green Infrastructure resources associated with the Broad Run include a heron rookery, the State-

threatened Wood Turtle within upstream tributaries of Broad Run, and habitat along portions of and areas surrounding Bles Park.

Significant standing heritage resources in the Route 28 Corridor include the W&OD Trail along with the Toll House and its associated Broad Run Bridge remnants, or Stone Bridge, both of which date to 1820. Other heritage resources in the area include portions of the Vestal's Gap roadbed, of which a small segment remains in the vicinity of the Dulles Town Center and a continuous segment survives through the Claude Moore Park, and historic sites in the Old Sterling area. Archaeological village and encampment sites can also be expected at the confluence of major streams with smaller settlements expected along contributing streams. Other Green Infrastructure elements within the Route 28 Corridor include planned and existing trails and noise contours associated with Washington Dulles International Airport. In addition, steep and moderately steep slopes are present, primarily within or adjacent to the stream valleys and surrounding the Loudoun Quarry.

Energy Policies

- 1. The County shall encourage opportunities for efficiency through consumption, transmission and localized production. These opportunities can include increased building weatherization and system efficiencies, micro-grid development, and renewable/alternative energy installations.
- 2. The County shall encourage benchmarking the energy use of existing and planned buildings in the Route 28 Corridor to establish a baseline for energy demand estimates in the corridor.
- 3. The County expects localized, integrated energy management systems, such as recovery waste heat from high output uses like data centers, to provide heating and cooling to nearby properties and promote the use of non-traditional energy sources.

Stormwater Policies

- 1. The County expects the harvesting of rainwater for non-potable use, such as landscape irrigation, within all projects.
- 2. To mitigate the effects of impervious cover within the Broad Run watershed and to update older stormwater facilities, the County shall encourage efforts such as retrofitting stormwater systems and rehabilitating degraded areas to enhance their pollution removal capabilities and enable these facilities to become open space amenities.
- 3. The County promotes the use of low-impact development to replicate natural hydrologic patterns and alleviate the strain on centralized systems. Low-impact development practices can include stormwater planters, rain gardens, and wetlands to convey, retain, and treat rainwater.

Green Building Policies

- 1. The County shall establish a green building program to assist the private sector in implementing the recommendations outlined in this plan.
- 2. The County shall establish standards and promote green building within the Route 28 Corridor.
- 3. All county-constructed facilities shall be constructed to a minimum of LEED Silver, or equivalent standards.
- 4. The County shall support Loudoun Water in the expansion of the reclaimed water network.

Landscaping Policies

- 1. The County encourages landscape approaches that conserve energy, treat stormwater runoff, minimize yard waste, control the spread of invasive species, and improve the health of site users.
- 2. The County promotes the use of salvaged materials whenever possible, restoration of degraded areas, the reintroduction of native vegetation, the use of street trees to reduce energy and stormwater treatment costs, and practices to decrease soil compaction and increase the soil's nutrient content and its ability to absorb water.
- 3. Habitat and recreational paths shall be encouraged along utility and abandoned rights-of-way and natural features such as streams and wetlands.

Green Infrastructure Policies

- 1. The Green Infrastructure is a critical framework of the corridor that shall guide where and how development and redevelopment occurs. Green Infrastructure resources shall be protected and enhanced.
- 2. The stream corridors associated with the Broad Run and its tributaries shall be used as its primary organizing element. As the main organizing feature of the Route 28 Corridor, the Broad Run shall be protected and enhanced to provide ecological benefits while being an amenity for employees and residents.
- 3. The Broad Run and its floodplain is envisioned to serve as a linear park that protects the river as a natural resource while integrating it into development as an amenity for businesses and their employees including providing the opportunity for employees to bike and walk to work.
- 4. The Broad Run's tributaries, including Cabin Branch, Indian Creek, Russell Branch, Beaverdam Run, Stallion Branch, and Horsepen Run, should be used as Green Infrastructure links that connect employment centers with neighborhoods and other hubs of activity both within and adjacent to the corridor, including parks, heritage resources,

- and Public/Civic buildings. Current and planned hubs include the Urban Center, Claude Moore Park, and the Toll House and Broad Run Bridge. Connections should include recreational trails with permeable surfaces similar to the C&O Canal Path.
- 5. Development activities should assess the condition of Green Infrastructure resources, enhance these resources, and create links to other areas to create a Green Infrastructure network.
- 6. For degraded forested areas close to the Broad Run and its tributaries, the County promotes reforestation.
- 7. The County shall collaborate with the Department of Environmental Quality on any pollution impairment issues that become apparent within the Broad Run and its tributaries and shall support volunteer water quality monitoring efforts and coordination of these efforts with federal, state, and local water quality data collection.
- 8. The County shall support public access through the Broad Run floodplain using methods that protect sensitive features, including the use of pervious trail surfaces.
- 9. The County shall coordinate with the Metropolitan Washington Airport Authority regarding water quality protection within the Broad Run watershed.
- 10. Unique heritage resources within the corridor, including the Broad Run Toll House and Bridge, the remaining segments of Vestals Gap Road, and the W&OD Trail should be preserved and considered in the design, construction, operations, and maintenance of development within the corridor. Preserving and enhancing these resources fosters an appreciation for their role in the built environment.

IMPLEMENTATION

The Route 28 Corridor Plan envisions the corridor as an airport-anchored international gateway into eastern Loudoun County that supports significant job growth and economic activity within varied settings. The County also envisions the corridor evolving into a premier location for regional, national, and international businesses. The policies contained in the Route 28 Corridor Plan are therefore intended to induce development towards this vision. Expected outcomes include the acceleration of the timing and absorption of Class A office and an increase in the overall rate of commercial development in the corridor. This will also provide the revenue required for the County to meet or exceed the ability to pay Tax District Bonds. The Countywide outcome will be a growth in the commercial tax base; thereby improving the revenue balance between commercial and residential, offsetting the greater costs of services for residential development, and relieving the tax pressure on County residents by maintaining an affordable real property tax rate.

The County shall form a temporary Route 28 Implementation Committee of public and private experts to assist the County with the marketing, development and monitoring of the Corridor's strategic implementation plan, including the metrics used to assess the impact of the *Route 28*

Corridor Plan on expected outcomes. The Implementation Committee shall establish three work groups related to plan implementation:

- a. <u>Design</u>: The work group will assist with: the development of an illustrative design handbook and architectural standards for property owners and developers in the corridor, coordinate with the Zoning work group on the development of design regulations and performance standards as part of revisions to the Loudoun County Revised 1993 Zoning Ordinance, and identification and planning of high priority gateways, bridge enhancements, landscaping projects, and other roadway beautification efforts;
- b. <u>Zoning</u>: The work group will advise the County with the development of the zoning mechanisms (regulations and performance standards) that will be used to implement corridor plan policies;
- c. <u>Transportation</u>: The work group will assist with: coordination with VDOT to develop priorities and implementation plans for road improvements that create better efficiencies and reduce traffic congestion within the corridor, develop guidelines for context-sensitive street designs, identify opportunities for greater bicycle, pedestrian, and transit accessibility from employment areas to existing and planned neighborhoods within and outside the corridor, identify additional locations for Route 28 bicycle and pedestrian cross-connections, including bridges and decks, which will decrease the barrier of the highway to bicycle and pedestrian movement, and develop Travel Demand Management strategies with assistance from the private sector to reduce the use of single-occupant vehicle trips and optimize transportation system performance during peak and off-peak periods.

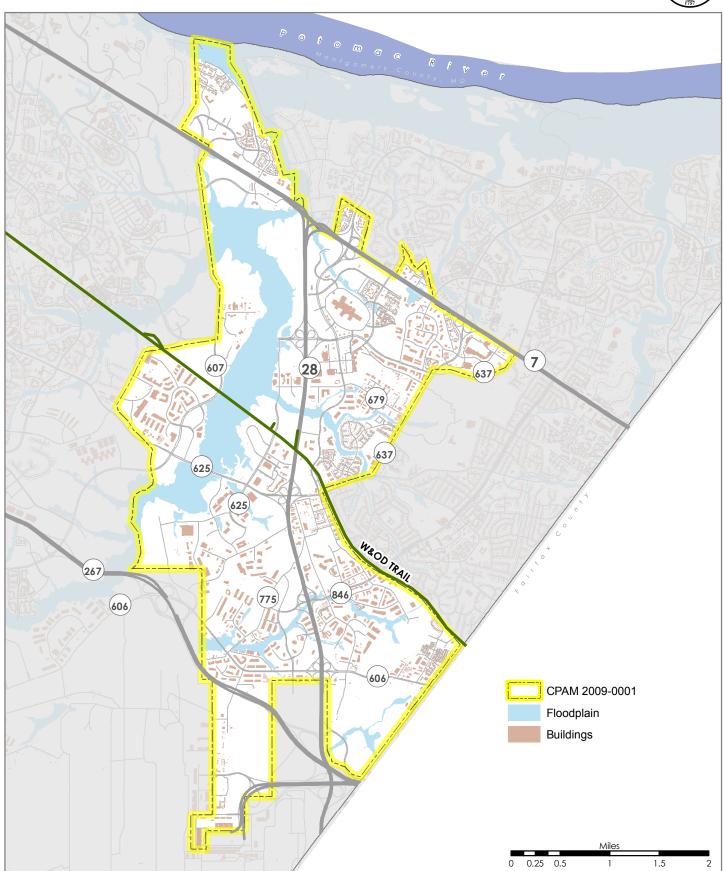
Implementation Policies

- 1. The County shall develop metrics, such as absorption rates and assessed values, to be used on a regular basis to assess the impact of the *Route 28 Corridor Plan* on the expected outcomes as defined in the Plan.
- 2. The County shall amend the Zoning Ordinance by developing Land Use Patterns as an alternative development option within specific Zoning Districts as well as create a new Mixed-Use Zoning District to implement the policies of this Plan. The County shall establish a Coordinated Review Committee comprised of representatives from various County agencies to ensure consistency with the Use Pattern design controls and standards.
- 3. The County shall develop a user-friendly, illustrative design handbook that reflects the Route 28 base design standards contained herein. The handbook shall convey a high quality image for the Route 28 Corridor and promote an overall sense of place through design elements that relate to block size, circulation and connectivity, streetscape and

- street sections, building form, placement (setbacks), orientation, articulation, Parks and Open Spaces, Public and Civic uses, landscaping and sustainability.
- 4. The County supports the development of a Public/Civic Facilities Plan specific to the corridor that includes the identification and location of planned public facilities, including parks and open spaces, and civic uses unique to the corridor and at a scale that is compatible with planned development. Such a plan shall also include the identification of mechanisms for development contributions of such uses off-site and within the Route 28 Corridor that may also count toward projects' required Parks and Open Spaces and Public and Civic use components.
- 5. The County shall develop a "fine-grained" road network map of the corridor for the purpose of developing and implementing a preferred corridor street pattern to advise and guide proposed developments.
- 6. The County shall explore opportunities to encourage the consolidation of existing smaller properties to promote more unified use patterns within the Route 28 Corridor. Potential incentives for lot consolidation include:
 - a. Development intensity bonuses in the form of increased Floor Area Ratio (FAR) densities for developments initiating a lot consolidation to a certain minimum overall size, including different tiers of increased FAR bonuses based on the overall size of the consolidated parcels, location of the project site, and/or type of development proposed (Office Cluster, Mixed-Use Office Center, Route 28 Business); and
 - b. Fee assistance and other financial incentives to encourage lot consolidation such as permit fee assistance (waivers, reduced fees, etc.).
- 7. The County shall designate specific commercial revitalization target areas in the corridor and identify potential revitalization opportunities for property owners to upgrade under-utilized properties to their highest and best use, such as property tax abatements for real and personal property taxes over a specified time period, and establish a commercial revitalization program that provides financial assistance in the form of exterior rebates and commercial loans for physical improvements to commercial properties, including improvements to exterior building façades (storefronts, awnings, exterior lighting), renovations to correct code violations or improve handicap accessibility, etc.

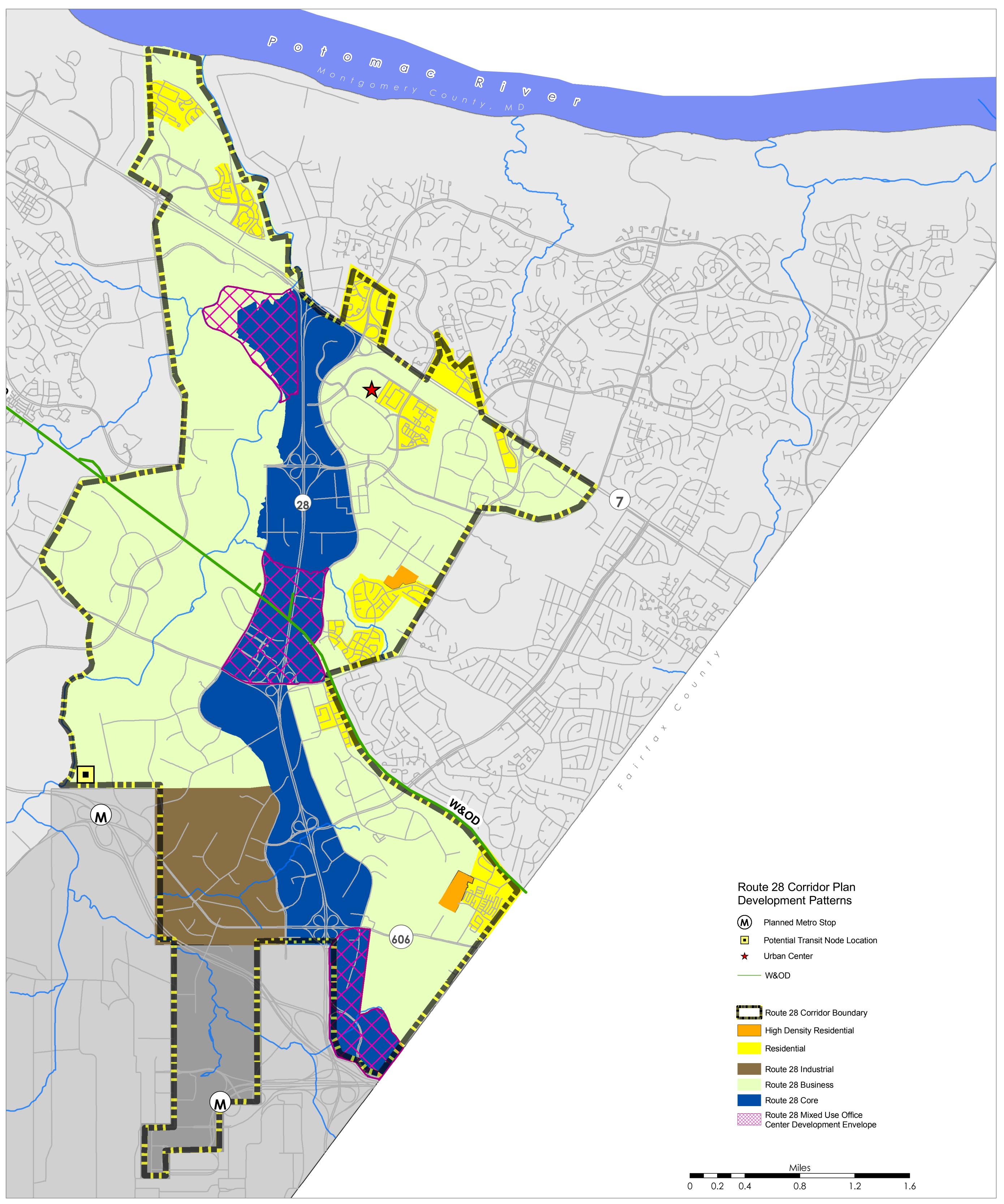
Route 28 Corridor Boundary Map





Route 28 Corridor Plan Land Development Patterns





Route 28/Toll Road Area Regional Transportation Concepts Inter-jurisdictional Staff Working Group Northern Connection Old Ox Rd Review of connections pending further study of Proposed: metro station access Southern 2 lanes improved Crossing Chosen Study of interchange enhancements needed to address weave and merge issues. Shift West Washington Dulles International Airport Proposed Roads (Not on current plans) Proposed Roads Removed Planned Collector Roads (LCTP & FCTP) Airport Proposed Roads (Dulles Airport Plan) Arterial Roads **Proposed 6-Lane** (Existing, planned for improvement) **Airport Road** Collector Roads (Existing, planned for improvement) Miles A: Funded - To be constructed by 2010 B: Funded - To be constructed by 2011 C: Funded - To be constructed by 2012 12/18/2009

CPAM 2012-0003 Special Activity at One Loudoun

Adopted April 3, 2013

CPAM 2012-0003, Special Activity at One Loudoun LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS April 3, 2013

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised General Plan</u> (Revised July 23, 2001 and amended through May 2, 2012) on April 3, 2013. Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapter 6.

Chapter 6 Suburban Policy Area

D. Special Activity Uses

Special Activity uses are single uses or activities that may not be compatible with the mixed-use communities in the Suburban Policy Area due to their scale. Special Activity uses include professional sports stadiums, conference facilities, and theme parks. While economic benefit would be derived from the use and from ancillary development spurred by its existence, the Special Activity use substantially could affect surrounding land uses.

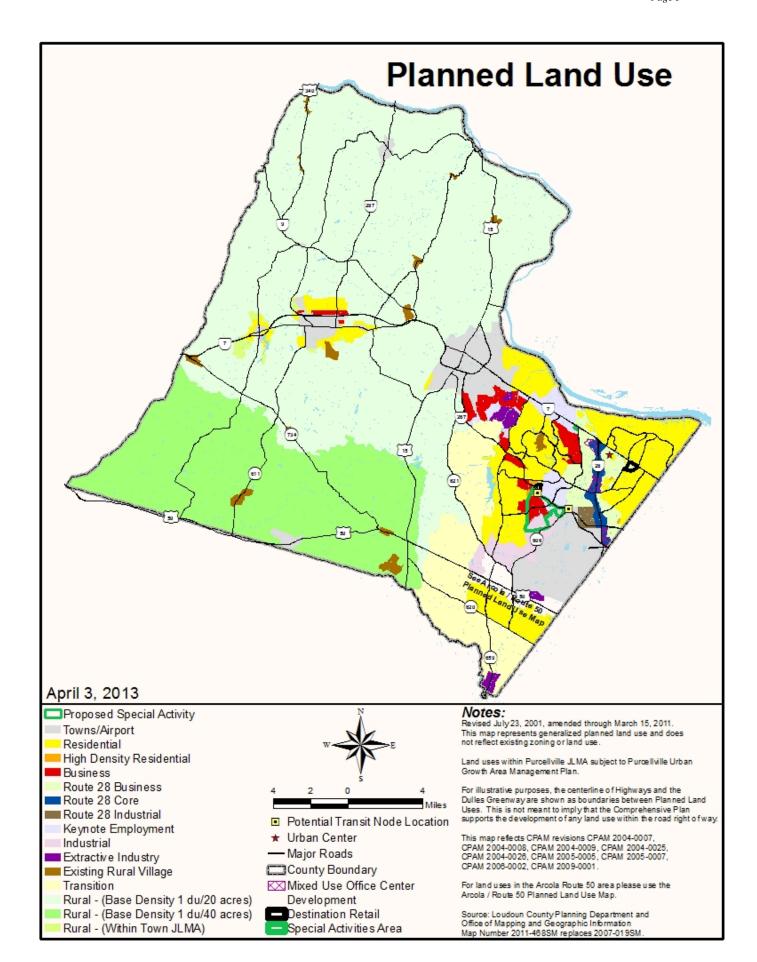
Loudoun County's unique amenities increase its potential to attract Special Activity uses that would serve the region. The Washington Dulles International Airport, the Dulles Greenway, and future transit make the Toll Road planning certain areas within the Suburban Policy Area especially attractive.

The County encourages the development of Special Activity uses in <u>designated areas</u> the Toll Road planning area and will evaluate Special Activity use proposals on a set of criteria to ensure the selection of the best site and the mitigation of potentially adverse impacts. The Land Use Map identifies areas for possible Special Activity use.

Special Activity Use Policies

- 1. Special Activity uses will be considered only in areas identified on the Land Use Map. Special Activity uses which are not permitted in any other County zoning district except the PD-SA zoning district, may be permitted only in the identified Special Activity Area.
- 2. Special Activity use proposals must meet all of the following nine criteria:
 - a. All Special Activity proposals will be evaluated for their fiscal impacts and the use must promote the County's economic development goals and must be expected to provide a positive fiscal benefit to the County.
 - b. The use must be served by central sewer and water facilities.
 - c. To discourage through traffic in residential neighborhoods, the use must be served by an adequate road network, operating at an acceptable level of service, as defined by the County's *Facilities Standards Manual* (FSM), with access to the regional road network via the Dulles Greenway and other arterial and major collector roads. The use will be designed and located to be compatible with traffic movement on regional roads and

- achieve acceptable levels of service (D or better) on those roads. Where a facility is adjacent to the Dulles Greenway, every effort should be made to work with the Toll Road Investors Partnership II to develop dedicated "slip ramps" that will provide direct access to parking areas during events.
- d. The use must be designed to accommodate transit facilities and must demonstrate a commitment to providing access to public transit (bus or rail) on the site to link those facilities to existing or planned mass transit service.
- e. The use must be designed to meet specific standards for environmental quality and for impacts on surrounding uses.
- f. Potential impacts from noise, lighting, signs, parking, and similar activities must be addressed and mitigated through the rezoning process.
- g. The use must be adequately separated and buffered from incompatible adjacent uses. To adequately buffer residential neighborhoods from high impact uses in the Special Activity Area, arenas or stadiums will have a building setback of at least 1,000 feet from Route 772 and 300 feet from the Dulles Greenway.
- h. If the use will be visible from any arterial road, structures will be designed and located to enhance the visual character of the corridor. Outdoor storage or display and activities such as loading areas will not be visible from any arterial road.
- i. Any PD-SA rezoning proposal must include a detailed outline of activities to be conducted on the site, the nature and extent of ancillary uses, proposed hours of operation, and the anticipated frequency and duration of proposed events.



CPAM 2012-0002 Purcellville Urban Growth Area Management Plan (PUGAMP)

Adopted March 6, 2013 Effective July 1, 2013

CPAM 2012-0002, Amendments to the Policies of the Revised General Plan to Revise and Supersede Policies in Regard to the Purcellville Urban Growth Area Management Plan (PUGAMP) LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS March 6, 2013

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised</u> <u>General Plan</u> (Revised July 23, 2001 and amended through April 3, 2013) on March 6, 2013 with an effective date of July 1, 2013.

Strikethrough text is deleted from the <u>General Plan</u>. Underlined text is added to the <u>General Plan</u>. Amendments affect Chapters 1, 2, 9 and 11.

Chapter 1 Introduction

Relationship to Other County Planning Documents

The County's Comprehensive Plan consists of several related documents, including the *Revised General Plan* and amendments thereto, specific area plans, strategic plans, and the *Revised Countywide Transportation Plan* (Revised CTP). The transportation plan, which superseded previous transportation policies embedded in earlier County documents, was adopted in 1995 and has undergone concurrent revision during the Comprehensive Plan Review and update.

The 1991 General Plan replaced the County's 1979 Resource Management Plan (RMP) and the 1984 Rural Land Management Plan (RLMP) as the "umbrella" document for the County's planning efforts. The 2000-2001 Comprehensive Plan revision process reinforced and refined countywide goals and policies not only for the General Plan, but also for subsequent area plans. Area plans supplement the Revised General Plan with customized planning policies for particular areas or communities. The existing area plans are: Eastern Loudoun Area Management Plan (ELAMP, 1980); Leesburg Area Management Plan (LAMP, 1982); Dulles North Area Management Plan (DNAMP, 1985); Waterford Area Management Plan (WAMP, 1988); Cub Run Area Management Plan (CRAMP, 1989); Round Hill Area Management Plan (RHAMP, 1990); Dulles South Area Management Plan (DSAMP, 1993); Toll Road Plan (TRP, 1995); Purcellville Urban Growth Area Management Plan (PUGAMP, 1995 amended 1999 and superseded in 2013) and the Comprehensive Plan for the Town of Hamilton and Urban Growth Area, 1995. The County's strategic plans contain policies affecting specific land use categories. The three strategic plans include the Countywide Retail Policy Amendment (1997), the Strategic Land Use Plan for Telecommunication Facilities (1996) and the Greenways and Trails Policies (1994).

Many of the policies included in these area and strategic plans coincide with the *Revised General Plan* policies. However, as with any update or revision of a major planning document, conflicts may arise between previously adopted policies and new policies. The policies and guidelines in the *Revised General Plan* will supersede any conflicting policies and/or guidelines contained in any of the plans mentioned above, with the exception of the PUGAMP. The PUGAMP is unique because the Town and County jointly adopted it. The jointly adopted PUGAMP establishes detailed land use and growth management policies for the area surrounding the Town. As such,

any policies or amendments of the Revised Plan that conflict with the PUGAMP must be reviewed and approved by both the Town and the County. At a future date, some of the area plans will be replaced by community plans or area plans for new subareas established within the major policy areas defined in this Plan. In 2013, the Purcellville Urban Growth Area Management Plan (PUGAMP) was superseded by revisions included with CPAM 2012-0002.

Chapter 2 Planning Approach

A. Wastewater and Water Treatment

LCSA, created in 1959, is responsible for providing wastewater treatment services to unincorporated, developing areas of the County. The LCSA provides wastewater collection services through a network of interceptor and collection sewers in the eastern part of the County. Sewage from the eastern portion of the County is treated at the Blue Plains advanced Wastewater Treatment Plant in the District of Columbia. In 1999, the LCSA provided service to approximately 33,000 residential and business customers discharging approximately 8 million gallons of sewage per day. The County currently relies on Fairfax City's Goose Creek impoundment facility and the Fairfax County Potomac River intake as the major central water supply.

The LCSA is constructing an additional advanced wastewater treatment (AWT) facility on Broad Run to serve the eastern portion of the County and neighboring jurisdictions. The Dulles Area and Occoquan Watershed policies, which apply to the Goose Creek, Occoquan, and Broad Run watersheds, require advanced wastewater treatment to facilitate high removal rates for phosphorous, nitrogen, and biological oxygen demand. Although the Broad Run AWT will have an ultimate treatment capacity of 40 to 60 million gallons per day (mgd), the initial phase will accommodate approximately 10 mgd. A new trunk line, the Broad Run Interceptor, serves both the Occoquan and Upper Broad Run watersheds of Loudoun County. Sewage flow from the Occoquan Watershed is conveyed to the Broad Run plant through a system of pump stations to protect that drinking water watershed. The Blue Plains Treatment Facility and the Broad Run Treatment Facility will be able to accommodate the Suburban Policy Area's sewage treatment needs within the time frame of this Plan.

Water and wastewater treatment service levels and needs are not the same throughout the County, since proposed land uses, development densities and community character differ from area to area. The County will plan for the development of central sewer and water facilities and allow for the orderly extension of these facilities in the Suburban and Transition Policy Areas. The County will encourage LCSA to serve this area in the most efficient and effective manner possible. In particular, the County will work with LCSA to encourage the extension of central utilities to existing communities within the Suburban Policy Area and promote the use of the best utility system in the Transition Policy Area. (Refer to LCSA Water and Sewer Lines Map, pg. 2-17.) Town central systems will continue to be the major service providers for the Towns' JLMAs, with an exception for the Town of Purcellville as set forth in Chapter 9 Public Utilities Policies.

In the Transition Policy Area and in the Rural Policy Area (including the Landfill Water Service Area District), the County will continue to focus its efforts on protecting public health by maintaining groundwater quality and quantity. Groundwater will continue to be the major source of water for most rural residents and therefore should be protected from the contamination threat of a proliferation of septic tanks and drainfields. As such, on-site, high-level pre-treatment, individual alternative systems and small advanced wastewater treatment systems for clustered development will be the primary methods of sewer service in the Rural Policy Area. The County will seek to establish guidelines and oversight authority to ensure that these facilities function in an environmentally sound manner. Central and communal utility systems are encouraged over individual wells and septic systems in the Transition Policy Area. Surface land application using communal or individual systems will be discouraged in the Transition Policy Area subareas proximate to the Goose Creek and Beaverdam reservoirs. The table below (Wastewater Approach) more simply portrays the wastewater strategy by policy area.

Chapter 9 The Towns

Growth Management

The strategy of the Plan is to encourage compatible development within the Towns and the adjoining areas. The 1991 *General Plan* established Urban Growth Areas (UGAs) for the Towns of Leesburg, Hamilton, Purcellville, Round Hill, and Lovettsville. The UGAs would provide an expansion area around the Towns that would concentrate development in order to maintain viable communities, limit development sprawl, and ensure that public facilities adequately and efficiently serve the Towns and surrounding areas. The UGA boundaries set the limits of municipal water and sewer extension that the Towns control and mark the edge of future town limits.

Since the adoption of the 1991 General Plan, residential growth has boomed in the areas around the Towns. The towns have reassessed their ability to serve the areas in the UGAs with public water and sewer and some Towns have decided to reduce the UGAs. The following revisions to these boundaries are made through this revised Plan:

- Eliminate the Lovettsville UGA and concentrate development within the Town's boundaries.
- Reduce portions of the Hamilton and Round Hill UGAs.
- Retain Purcellville UGA in a phased development program with phase 1 in the south to accommodate growth for ten years.
- Reduce the Leesburg UGA in the north and southwest.
- Middleburg and Hillsboro have matured to their ultimate corporate limits and will not expand beyond the existing corporate limits.

Along with the reassessment of boundaries, the County recognizes that the term "Urban Growth Area" no longer reflects the intent of either the County or the Towns. Therefore, "Urban Growth Area" has been changed to "Joint Land Management Area" (JLMA). The boundary of the JLMA, with an exception for the Town of Purcellville as set forth in Chapter 9 Public Utilities Policies, sets the limits of municipal water and sewer extension and in that respect, it continues

to serve as an urban growth boundary. It defines a significant change in land use between the areas within the JLMA and that which is outside of the boundary.

In the Joint Land Management Areas, there is the potential for 11,498 additional housing units, including 3,316 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 9,227 housing units will have been absorbed, and a total of 11,562 housing units will exist. At that time, the JLMAs are projected to have a population of 31,171 persons, an increase of 512 percent over the year 2000 population estimate ¹.

In the incorporated Towns, there is the potential for 6,816 additional housing units, including 3,385 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 5,011 housing units will have been absorbed, and a total of 18,154 housing units will exist. At that time, the incorporated Towns are projected to have a total population of 46,544 persons, an increase of 35 percent over the year 2000 population estimate.

The County will continue to work closely with each Town on development proposals within the JLMAs in order to promote a logical, cohesive extension of the existing Town fabric. While the Towns are responsible for the planning and zoning within their boundaries, the County and the towns have agreed to joint responsibility for planning of the JLMA and the County's Zoning Ordinance applies to these areas. While this Plan calls for a remapping of the planned land uses in the County, current zoning densities will continue to apply in the JLMAs.

There are joint policy review committees established between the County and some Towns. *The Purcellville Urban Growth Area Management Plan* (PUGAMP) established a Joint Policy Review Committee composed of one member each of the Town Council, Town Planning Commission, the County Board of Supervisors, and the County Planning Commission. This committee reviews policy and land development proposals in the JLMA and makes recommendations to the respective jurisdictions. This body has been an important vehicle to achieving policy coordination between the Town and the County.

Area plans have been adopted for Leesburg, Round Hill, Purcellville and Hamilton, but only Purcellville and the County have jointly adopted plans. The jointly adopted Purcellville Urban Growth Area Management Plan (PUGAMP) has been superseded pursuant to CPAM 2012-0002. The area plans provide more specific guidance for land use in those JLMAs. Area plans will continue to be an important planning tool for the County and the Towns. Updating these plans and keeping them current will be a priority for the County.

Annexation guidelines are key implementation tools. Annexation is a logical extension of the increased role played by Towns in the provision of public facilities, services, utilities and commercial products and services. Annexation will allow system providers a larger role in managing the services and facilities in each Town. Potentially annexation could result in the enhancement of the towns' tax revenues. Leesburg and Purcellville have has an annexation agreements with the County. All Towns can work with the County on possible annexations. (See

¹With CPAM 2012-0002 Purcellville retains its JLMA, however, further central utility extension is not anticipated except for extensions to serve Autumn Hill, ZMAP 1990-0019.

² The projected housing units and population is inclusive of higher residential densities within the Purcellville JLMA that were originally envisioned by PUGAMP.

Chapter Eleven for annexation guidelines)

Public Utilities Policies

7. All development in the Joint Land Management Areas is planned to be served by public sewer and water, with the exception of areas within the Town of Purcellville JLMA, provided that Town sewer and water extensions shall be permitted to serve the Autumn Hill development pursuant to ZMAP 1990-0019. Communal facilities may be used to serve Town and County owned and operated public facilities and cluster residential developments with densities no greater than one unit per three acres within JLMAs with the exception of Purcellville.

Purcellville

Historically, Purcellville has been the business hub of the Rural Policy Area. It has been the central location for agriculturally related business. Today, retail in the Town satisfies much of the consumer demand in the rural area. The Purcellville area has become an increasingly attractive location for development because of utility and transportation improvements in recent years. Completion of the Route 7 Bypass improved linkages to the east. The Town's population has more than doubled in the past decade to 3,584. Purcellville's geographic position at the crossroads of major thoroughfares in western Loudoun will continue to be an incentive to development and bolster the Town's regional role in the western part of the County.

In 1995, the Town of Purcellville and the County jointly adopted the *Purcellville Urban Growth Area Management Plan* (PUGAMP) that established detailed land use and growth-management policies for the area surrounding the Town. (Refer to Purcellville and JLMA Map, pg. 9-25) This Plan <u>is-was</u> unique because it was jointly adopted by the Town and County. If an amendment<u>is was</u> proposed to PUGAMP, the County and the Town must each approve the change. The PUGAMP is an important planning tool for the area surrounding Purcellville and it will be the leading policy guide for the Purcellville planning area.

In 1999, an amendment was approved to the PUGAMP to establish development-phasing guidelines. The Phase I area will accommodate growth for the Town for the next ten years. Future phases are to be identified in subsequent revisions to the PUGAMP. Development within the JLMA is proposed to be a balanced mix of residential and employment uses to enable the Town to expand its role as the business center of the Rural Policy Area. In 2012, recognizing that the Town did not desire any increased density and growth outside the current incorporated Town boundaries into the JLMA, the Purcellville Joint Policies Review Committee and the Town of Purcellville called for the repeal of the PUGAMP. Accordingly, the County has revised and superseded policies in regard to the PUGAMP and the Town of Purcellville (CPAM 2012-0002) to include retaining the Purcellville JLMA as a planning area by the County that will develop in accord with the underlying County zoning designations ascribed to the area.

The County will continue to work cooperatively with the Town on issues of importance to Purcellville. The Joint Review Committee will continue to play a key role for coordination on issues between the Town and the County. Established planning procedures and processes will be used to coordinate on issues between the two jurisdictions.

Purcellville Joint Land Management Area Policies

- 1. Development within the JLMA will comply with the *Purcellville Urban Growth Area Management Plan* as amended. The County will work with Town officials on annexation, development, and other issues within the JLMA.
- 2.1. The County encourages a mix of residential and business uses in and around the Town that are compatible in scale with the small-town character of Purcellville.
- 3.2. The County will work with the Town to plan for a trail extension to Franklin Park that connects the W&OD Trail with the park.
- 4.3. The County will retain the southern circumferential road south of the Town that connects Routes 287 and 690. The southern circumferential road is designated in the *Revised Countywide Transportation Plan* as a rural collector with limited access.
- 5.4. Developments along Route 7 and Route 287 and the Route 7 Bypass will include setbacks, height limitations, and landscaping to preserve town character.
- 6.5. The County will encourage the use of frontage roads, coordinated development plans, and other means of minimizing the number of driveways along Route 7 and Route 287.

Chapter 11 Implementation

Implementation Strategy

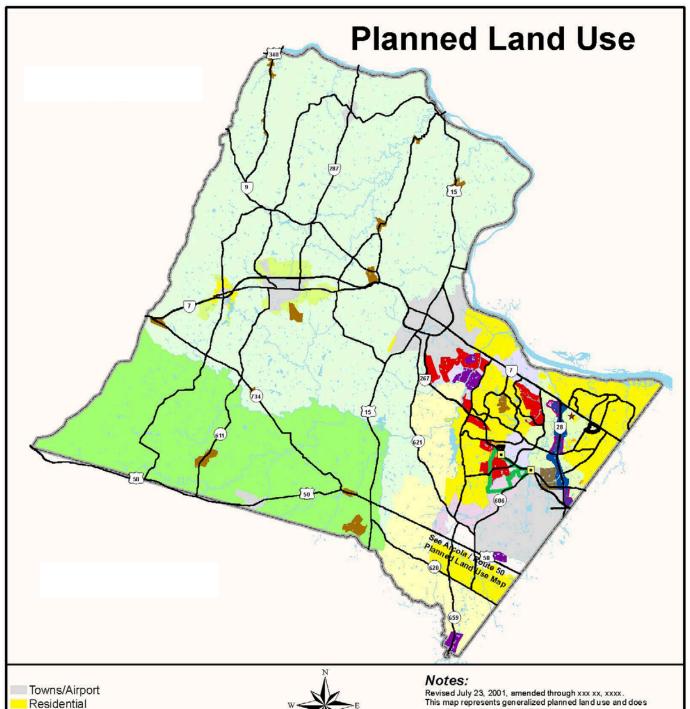
A work program for implementing the policies included in the *Revised General Plan* will be initiated upon adoption of the Plan. The implementation strategy provides an outline of the key actions that must occur to implement the *Revised General Plan*'s policy direction. It gives broad general guidance as to the regulations, guidelines, future planning efforts, and programs that will be developed and implemented to achieve the Plan's objectives. The work program and action schedule will continue to be amended, added to, and refined. The Board will use the Action Schedule of implementation steps recommended by the Planning Commission as the framework for developing the work program.

This implementation strategy defines the future tasks that should be undertaken to fully implement the *Revised General Plan*. Necessary implementation actions include studies, mapping, area plans, ordinances, design guide-lines, programs, and regional forums. Many of these actions are explicitly identified in the policies and text of the Plan.

The following list identifies key implementation actions:

- Design and adoption of a program for public participation in the area plan and implementation process.
- Preparation and completion of a comprehensive remapping of the County and adoption of a new Zoning Map and new Zoning Ordinance consistent with Plan policies.
- Preparation and adoption of an updated Land Subdivision and Development Ordinance

- consistent with Plan policies.
- Preparation and adoption of an updated Facility Standards Manual consistent with Plan policies.
- Preparation and adoption of illustrated design guidelines and incentives to include conservation design.
- Preparation and adoption of area plans to include the Sterling Community Plan, Potomac Community Plan, Ashburn Community Plan, Dulles Community Plan, and Transition Policy Area Plan.
- Preparation and adoption of an updated Purcellville Urban Growth Area Management Plan, Round Hill Area Management Plan, Comprehensive Plan for the Town of Hamilton and the Urban Growth Area.
- Preparation and adoption of a Preservation Plan.
- Study, development and initiation of Affordable Housing incentives and programs including the establishment of a Housing Trust Fund and Housing Authority.
- Preparation and adoption of an updated County Water and Sewer Master Plan to include guidelines for the management of on-site wastewater systems and new technology, alternative individual and communal wastewater facilities.
- Preparation and adoption of Public Water Supply Watershed Protection program and associated ordinances.
- Preparation and adoption of updated Service Plans.
- Study and map Green Infrastructure components and develop the Resource Management Data Base.
- Preparation and adoption of a long-range integrated transit and land use plan for designated transit corridors.



High Density Residential

Business

Route 28 Business Route 28 Core

Route 28 Industrial

Keynote Employment Industrial

Extractive Industry

Existing Rural Village Transition

Rural - (Base Density 1 du/20 acres) Rural - (Base Density 1 du/40 acres)

Rural - (Within Town JLMA)



Potential Transit Node Location

★ Urban Center

Major Roads

County Boundary

Mixed Use Office Center Development

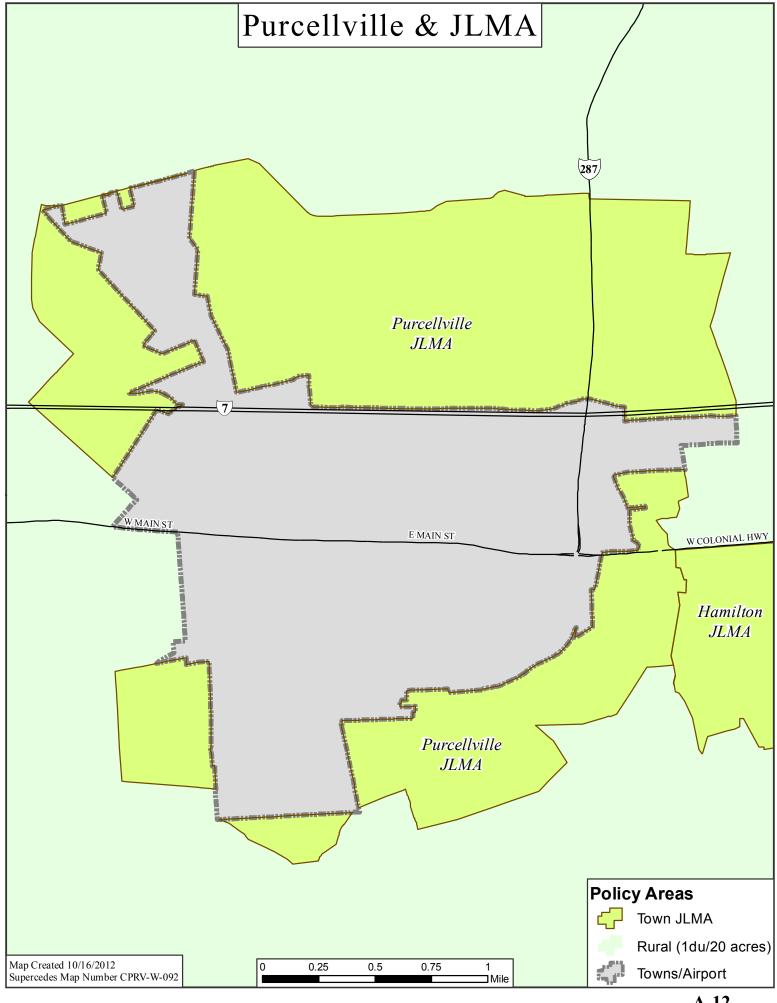
Destination Retail Special Activities Area not reflect existing zoning or land use.

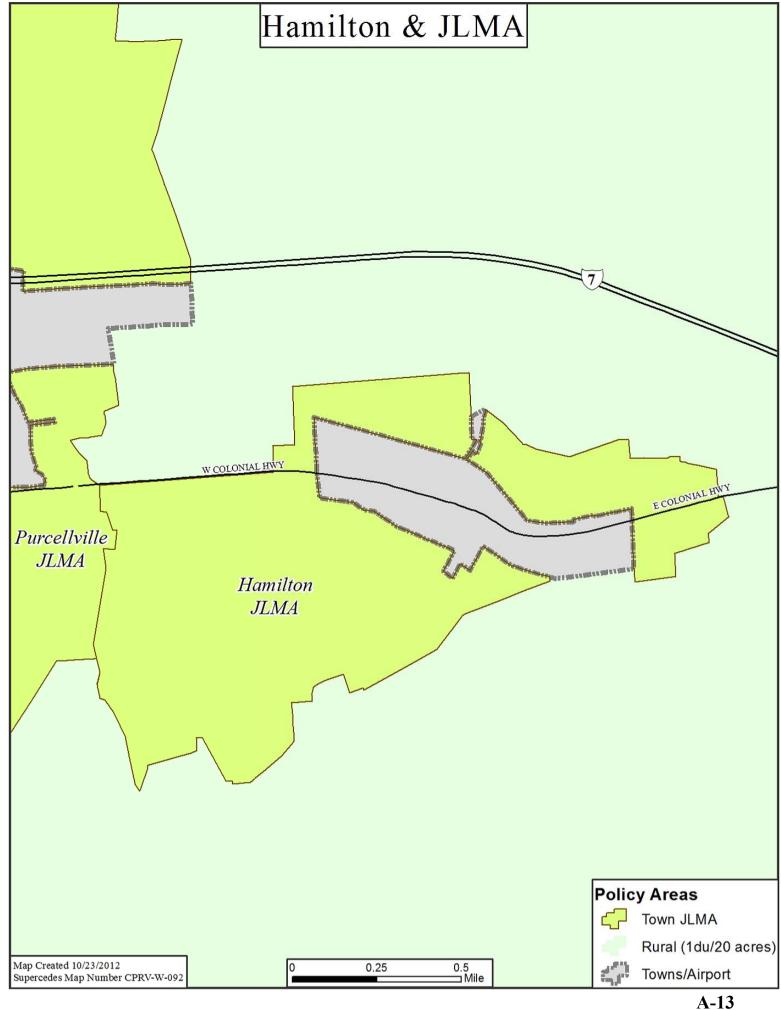
For illustrative purposes, the centerline of Highways and the Dulles Greenway are shown as boundaries between Planned Land Uses. This is not meant to imply that the Comprehensive Plan supports the development of any land use within the road right of way.

This map reflects CPAM revisions CPAM 2004-0007, CPAM 2004-0008, CPAM 2004-0009, CPAM 2004-0025, CPAM 2004-0026, CPAM 2005-0005, CPAM 2005-0007, CPAM 2006-0002, CPAM 2009-0001, CPAM 2012-0002.

For land uses in the Arcola Route 50 area please use the Arcola / Route 50 Planned Land Use Map.

Source: Loudoun County Planning Department and Office of Mapping and Geographic Information Map Number 2012-337SM replaces 2011-468SM.





CPAM 2013-0001 North Lower Sycolin

Adopted December 11, 2013

CPAM 2013-0001, North Lower Sycolin LOUDOUN COUNTY GENERAL PLAN POLICY AMENDMENTS December 11, 2013

The Board of Supervisors adopted the following revisions to the <u>Loudoun County Revised</u> <u>General Plan</u> (Revised July 23, 2001 and amended through July 1, 2013) on December 11, 2013. Red strikethrough text is deleted from the <u>General Plan</u>. Red underlined text is added to the <u>General Plan</u>. Amendments affect Chapter 8.

Chapter 8 Transition Policy Area

The Transition Policy Area is envisioned as a distinct planning area to serve as a visual and spatial transition between the Suburban Policy Area to the east and the Rural Policy Area to the west. It is envisioned that the Transition Policy Area will afford some unique development opportunities within Loudoun County at intensities greater than those typically permitted in the Rural Policy Area. New development designs within the policy area will incorporate both suburban and rural features.

General Characteristics

The Transition Policy Area extends over an area of 22,813 acres, constituting approximately 6.8 percent of Loudoun County's total area of 333,558 acres. The policy area is comprised of six distinct subareas: Lower Sycolin, Middle Goose, Upper Broad Run, Upper Foley, Lower Foley, and Lower Bull Run. These subareas extend in an L-shaped configuration along the western and southern boundaries of the Suburban Policy Area and serve as a separation between the Suburban and Rural Policy Areas. (Refer to Transition Policy Area Subareas Map)

The western edge of the Transition Policy Area starts below Route 7 and extends along the Leesburg Joint Land Management Area (JLMA) boundary, Sycolin Creek, Evergreen Mills Road and the western boundary of the Broad Run watershed to the Prince William County line. The eastern edge of the Transition Policy Area extends along Goose Creek, the Goose Creek and Beaverdam reservoirs, the 65 Ldn Airport Noise Contours, the planned alignment for Route 659 Relocated to Route 620/Braddock Road. The boundaries along the southern segments of the Transition Policy Area are comprised of Route 620/Braddock Road to the north, the Fairfax County line to the east and the Prince William County line to the south.

Each of the six subareas in the Transition Policy Area has different characteristics. Much of the Transition Policy Area exists with a rural, low-density residential and agricultural character. Existing businesses in the Transition Policy Area include the Bull Run quarry, the Luck Stone Quarry and a limited number of nurseries, private schools and institutions, commercial stables, kennels and veterinary services. Some Planned Development-Housing (PD-H) Districts were previously approved that are partially within the Transition Policy Area. The approved, but unbuilt, developments include parts of Brambleton, Kirkpatrick Farm and Broadlands.

In the Transition Policy Area, there is the potential for 13,190 additional housing units, including 1,631 units in the pipeline. It is anticipated that by the end of the twenty-year planning period, 10,153 housing units may have been absorbed, and a total of 10,681 housing units may exist. At that time, the Transition Policy Area is projected to have a population of 30,525 persons.

The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek is emerging as an Industrial area with

the legislative approval of several projects that permit the development of a natural gas-fueled electric power plant, data centers, expansion of the Luck Stone Quarry, and a water treatment plant The approved projects reflect the unique characteristics of this portion of the subarea which include proximity to a major natural gas transmission line and a high-voltage overhead electric transmission line and concentrations of diabase rock in proximity to existing quarrying operations. In December 2013 as part of CPAM 2013-0001 the County changed the planned land use designation to Industrial for the northern portion of the Lower Sycolin subarea and adopted General Industrial policies applicable to this portion of the subarea.

Land Use Pattern

The Transition Policy Area is a permanently defined policy area to provide a visual and spatial transition between the suburban development in the eastern part of the County and rural development in the west.

The County envisions that land uses in the Transition Policy Area will achieve a visual and spatial transition between the Suburban and Rural Policy Areas. The Transition Policy Area will develop as a unique planning area, incorporating an innovative blend of rural and suburban development features. The Transition Policy Area will achieve a balance between the built and natural environments. All development within the Policy Area will be clustered with 50 to 70 percent open space and the full implementation of the Green Infrastructure policies.

The Plan reaffirms an Urban Growth Boundary (UGB) beyond which central sewer and water is not allowed. Beginning in the north, the UGB follows the Suburban Policy Area boundary to the point where it meets the Transition Policy Area. The UGB then follows the western edge of the Transition Policy Area to meet the Prince William County line in the south. As such, central water and sewer lines are permitted in the Transition Policy Area. Natural open spaces will be the predominant visual element and create a contiguous network of green spaces consistent with the Countywide Green Infrastructure objectives.

Land uses within the Transition Policy Area will incorporate varying densities and development patterns in response to surrounding development patterns, cultural resources and environmental constraints. Higher density mixed-use villages will develop along with residential clusters at varying densities and large-lot, low-density residential development. The Plan envisions that these mixed-use villages will foster communities with a sense of place and community identity, supporting an integrated mix of residential and non-residential uses, organized around community cores. Specific location criteria will guide the development of these communities within the Transition Policy Area. The Plan also calls for the development of an area plan to solidify the development scheme and continuity in the area.

The non-residential component of the Transition Policy Area will be comprised of uses that represent an appropriate transition from suburban to rural land uses, such as golf courses, active recreation uses, kennels, nurseries and similar commercial uses, public and private schools and other compatible institutional uses. These uses will serve to promote a rural character while serving both rural and suburban populations. The active quarries located at the southern and northern ends of the Transition Policy Area will continue to be protected from encroaching residential development. New non-residential uses that support residential development, such as schools, churches, small scale commercial retail and home business occupations/local offices will be organized within the community cores of villages at appropriate scales. Other commercial and institutional uses will be considered in this area if they are compatible with the overall land use pattern.

General Policies

- 1. The County will protect the drinking water resources of the Occoquan, Beaverdam, and Goose Creek Reservoirs by limiting density in the Lower Bull Run, Middle Goose, and Lower Sycolin subareas.
- 2. The County's vision for the Transition Policy Area is for land uses that provide a visual and spatial transition between the suburban development in the east and rural development in the west. The Transition Policy Area will be developed as a unique and innovative blend of rural and suburban development features that fully integrate the elements of the Green Infrastructure, and establish natural open spaces as a predominant visual element and enhancement to the area's river and stream corridors.

- 3. Central utilities may be extended to the all subareas of the Transition Policy Area.
- 4. New developments proposed within the Lower Foley and Lower Bull Run subareas of the Transition Policy Area will be required to connect to central water and wastewater utility lines.
- 5. New developments proposed within the Landfill Water Service District will be required to connect to central water services. (See LCSA Water and Sewer Lines Map)
- 6. Where LCSA and the County determine that the extension of central water lines to a site cannot be engineered, is not economically feasible and/or has adverse impacts on the environment, the County promotes the use of communal water systems to protect groundwater quality by reducing the number of wells.
- 7. The County will continue to protect the extractive industry (Bull Run and Luck Stone quarries) through a quarry zoning overlay district.
- 8. The County supports the development of General Industrial uses in the northern portion of the Lower Sycolin subarea on properties located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek.
- 98. To protect the historic character, surrounding landscape and cultural importance of Evergreen Mills Road, as part of the "Old Carolina Road", the County will seek its designation as a Historic Roadway District as provided for in the Zoning Ordinance and in coordination with the long-term transportation plans of the County.
- <u>109</u>. The County will support a compatible road network in the Transition Policy Area based on the ultimate planned densities established. Specific locations in the Transition Policy Area that maintain a low density and rural character will have ultimate roadways matched for appropriate capacities and road section type.
- 110. The County will discourage the use of individual wells and septic systems and drainfields to serve new developments in the Transition Policy Area. These individual systems may be considered only where the proposed development densities, scale of development and location of public utility systems, makes the extension of central utilities or connection to an adjoining communal system economically infeasible.

A. Community Design

The Transition Policy Area seeks to create unique residential communities using conservation design techniques that fully implement Green Infrastructure policies and preserve substantial amounts of open space. The open space and Green Infrastructure elements provided in developments will link developments together and promote a transition in land development intensity between the Suburban and Rural Policy Areas. The primary development options offered in the Transition Policy Area include Villages and Residential Clusters.

Villages are envisioned as mixed-use communities with residential and non-residential uses integrated to create pedestrian friendly self-sustaining developments and are intended to support a mix of housing types and range of housing prices. Rural Villages with up to 300 residential units, as prescribed in the 1993 Zoning Ordinance, are envisioned for the Lower Sycolin, Middle Goose Creek and Lower Bull Run subareas given their strong relationship to the Rural Policy Area and rural areas of the adjacent jurisdictions of Prince William and Fairfax. Countryside Villages that are more likely to evolve into new towns and that are more compatible with the suburban pattern are envisioned for the Lower Foley subarea. Non-residential uses will consist primarily of civic and institutional uses, small commercial and retail services and home businesses or local offices organized around a compact community core to serve an individual community or a combination of Villages.

Countryside Villages will be permitted on central utilities in the Lower Foley subarea and Rural Villages will be permitted on central utilities in the Lower Bull Run, Lower Sycolin and Middle Goose subareas.

The densities and open space requirements associated with Villages and Residential Clusters are directly related to specific subareas. The desired density and development pattern for each subarea is provided below.

1. Lower Sycolin and Middle Goose Subareas

The County envisions that the Lower Sycolin and Middle Goose subareas in the northern portion of the Transition Policy Area will have a base density of one dwelling unit per ten acres in a clustered development pattern. Clusters will be smaller developments supporting between 5 to 25 units, predominantly single-family residential units in individual hamlets. Rezonings to Rural Villages with incorporation of the design criteria for Rural Villages contained in the 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The County envisions that these two subareas will have a more rural character, with lower densities and higher open space requirements than that in the other subareas, to facilitate a transition to the Rural Policy Area. Open spaces will be the dominant visual feature of the landscape.

All new developments within the Landfill Water Service Area District in the Lower Sycolin subarea will be required to be served by central water lines. Central and communal water and wastewater systems are preferred over individual utility systems in all other areas of the Lower Sycolin and Middle Goose subareas. Wastewater systems proposing subsurface or surface discharge will be discouraged in these subareas, given their proximity to the Goose Creek and Beaverdam reservoirs. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

Luck Stone Quarry, located within the Lower Sycolin subarea, will continue to be protected from encroaching residential development. Also, the creation of a buffer and voluntary open space area that is consistent with the RSCOD policies is a priority in this subarea.

The northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek as depicted on the Planned Land Use Map will develop as a General Industrial area in accordance with Plan policies (CPAM 2013-0001).

2. Lower Foley Subarea

It would be most appropriate if the Lower Foley subarea developed with Countryside Villages on central utilities, at densities of up to two dwelling units per acre. However, development in a clustered pattern at existing zoning of one dwelling unit per three acres or one unit per acre would also be appropriate and reasonable. The variation in parcel sizes and base densities within this subarea provides opportunities for an innovative blend of development patterns. Further, as a potential receiving area for density transfer from the Lower Bull Run subarea, densities in the Countryside Villages could be up to three dwelling units per acre. A 300-foot buffer is required from the Bull Run to provide additional protection to the Occoquan watershed and reservoir.

3. Upper Broad Run and Upper Foley Subareas

Development in a clustered pattern at the existing zoning of one dwelling unit per three acres or one unit per acre is reasonable and appropriate. The variation in parcel sizes and base densities within these subareas provides opportunities for an innovative blend of development patterns. Central and communal water and wastewater systems are preferred over individual utility systems. Alternate sewage disposal systems that ensure a high level of treatment and offer efficiencies in cost, operation and maintenance will be encouraged.

4. Lower Bull Run Subarea

Lower density, clustered development on central utilities at up to one dwelling unit per three acres will be encouraged in the Lower Bull Run subarea. Rezonings to Rural Villages with incorporation of the design criteria for Rural Villages contained in the 1993 Zoning Ordinance at one dwelling unit per three acres will be permitted when 70 percent of the site is maintained as open space. The Lower Bull Run subarea is also intended to serve as a sending area for density transfer to the Lower Foley subarea. Under this situation, open space, with priority given to the land located along the Bull Run and the Fairfax County boundary, would be acquired through easement or purchase and further protected in accordance with the Density Transfer Guidelines provided in Chapter Eleven of this Plan. Overall, this will serve to promote development patterns that are sensitive to the environment, the Bull Run and compatible with the lower density areas in the adjacent jurisdictions of Prince William and Fairfax Counties. Further, residential development encroaching upon the active Bull Run Quarry located at the southern end of the Transition Policy Area in the Lower Bull Run subarea will be discouraged. In addition, rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) will be considered for the northern portion of the Lower

Bull Run. The northern portion of the Lower Bull Run sub-area is limited to properties lying outside of the quarry Notification Overlay District as mapped prior to April 2004.

Community Design Policies

- 1. Residential uses within the Transition Policy Area will develop as Rural Villages, Countryside Villages, and Residential Clusters, with base densities and rezoning options related to the conditions of the specific subareas.
- 2. The County will establish a density of one dwelling unit per ten acres with development clustered on lots up to three acres in the Lower Sycolin and Middle Goose subareas. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space.
- The County will retain the densities of one dwelling unit per three acres and one dwelling unit per acre as established in the current zoning patterns in the Upper Broad Run, Upper Foley, and Lower Foley and Lower Bull Run subareas.
- 4. The County will revise the existing regulations in the Zoning Ordinance to require clustered development patterns with a minimum of 50 percent of the site maintained as open space and no minimum lot size to promote housing type diversity.
- 5. In the Lower Foley subarea, densities up to two dwelling units per acre can be developed in Countryside Villages, with a minimum of 50 percent of the site maintained as open space. With density transfers from the Lower Bull Run subarea, up to three dwelling units per acre may be possible.
- 6. The Lower Bull Run subarea is planned for one dwelling unit per three acres. The County will provide the option to rezone to a Rural Village with a density of one dwelling unit per three acres in accordance with the 1993 Zoning Ordinance. Development will be clustered to maintain a minimum of 70 percent of a site as open space. Density transfer to the Lower Foley subarea is encouraged in accordance with the Density Transfer Guidelines of this Plan. The County will consider rezonings at up to one dwelling unit per acre (excluding affordable dwelling units) for properties in the northern portion of the Lower Bull Run. The northern portion of the Lower Bull Run sub-area is limited to properties lying outside of the Quarry Notification Overlay District as mapped prior to April 2004.
- The design guidelines for the Lower Sycolin, Middle Goose and Lower Bull Run subareas will incorporate the
 design criteria for Rural Villages in the existing 1993 Zoning Ordinance, to foster developments in the character
 of Rural Villages.
- 8. Residential Cluster development in all Transition Policy Area subareas close to the Rural Policy Area will develop as clusters of 5 to 25 units with predominantly single-family detached residential units. The Residential Cluster is intended to draw from the traditional development pattern of Rural Hamlets and facilitate a transition in the scale of residential cluster developments from the Suburban to Rural Policy Areas.
- Residential Clusters and Villages will be developed with specific design criteria that help to form open space (which may include active and passive recreation) surrounding the residential development. Refer to the Design Guidelines contained in Chapter Eleven.
- 10. Residential Cluster developments allow landowners to group lots in a traditional rural community pattern while preserving the majority of the land base in open space. A Residential Cluster is the grouping of building units on small lots with the largest part of the site remaining in open land. There is no minimum lot size for the clustered lots. The cluster is both visual and spatial with the dwellings scaled and sited to maintain coherent relationships to each other and the surrounding landscape. The residual open land accounts for the overall lower density of the site.
- 11. The County may consider a cluster to include the siting of houses in a group using conservation design and not just the siting of lots on a parcel.
- 12. In locating the open space required in the conservation design of a Residential Cluster, the County will consider the contiguity of the open space area to other designated open space and unique site features and Green

Infrastructure implementation.

- 13. Open space provided within developments will be located to accomplish the following:
 - a. Create and supplement the 300-foot buffer and 200-foot transitional area proposed along the Bull Run in the Upper Foley, Lower Foley and Lower Bull Run subareas, consistent with the RSCOD policies.
 - b. Create and supplement the 300-foot buffer and 1000-foot voluntary open space area proposed along the Goose Creek and the Goose Creek Reservoir and the Beaverdam Reservoir in the Lower Sycolin and Middle Goose subareas, consistent with the RSCOD policies.
 - c. Create a contiguous network of green spaces to supplement the Countywide Green Infrastructure.
- 14. Adding to the creation of the greenbelts and buffer will be credited to the satisfaction of open space requirements.
- 15. The County will encourage the development of non-residential uses in the Transition Policy Area that provide a transition from suburban to rural. Such uses may include but are not limited to equestrian centers, golf courses, retail nurseries, boarding schools and kennels, large institutions provided they meet specific criteria that address the nature, scale and intensity of the use, market area and design characteristics.
- 16. Non-residential uses will serve to define the Transition Policy Area as a unique planning area. The County will allow for a range of uses that are compatible with desired development patterns and the rural landscape and are at intensities not permissible within the Rural Policy Area.
- 17. Small-scale commercial uses permitted through the home occupation and small business provisions of the Zoning Ordinance are appropriate in the Transition Policy Area.
- 18. Villages exceeding 100 dwelling units should provide a community core that will serve as the focal point within the development.
- 19. The community core can vary in scale, design and use depending on the scale of the community it serves. The total area dedicated to the non-residential uses shall not exceed three percent of the area of the proposed development. The following location and design criteria apply.
 - a. A Village Core is intended to create a sense of place and identity for the community.
 - b. A Village Core is intended to be a compact grouping of residential, business, commercial retail and service and civic uses providing convenience goods and services to residents in adjoining neighborhoods.
- 20. Approval of a request to rezone property to permit Villages shall be contingent on the provision of appropriate civic uses and services, compatibility with existing neighborhoods, and compliance of the proposal with the community design goals and policies of the County.
- 21. The County will require a variety of housing types and lot sizes in the Villages, such as single-family, multifamily and townhouse units.
- 22. Civic and institutional uses will constitute the predominant component of the non-residential uses within the Villages. Office and commercial retail uses will be permitted at scales necessary to foster a self-sustaining community. Cores will not develop as destination retail centers.
- 23. Civic uses that are appropriate within Villages include houses of worship, community centers, elementary schools, government human services offices and facilities such as senior cafés, branch libraries and similar uses. In addition, the following location criteria apply.
 - a. Civic uses should be located at prominent locations within the core such as the end of a street or street intersection.
 - b. Parking, signs, lighting and loading areas must be located and designed to have minimal undesirable impact on surrounding areas and ensure that the standards and environmental impacts on surrounding areas conform to County requirements.
 - c. The scale of civic uses must be compatible with the residential and pedestrian nature of the surrounding village. Large-scale civic or institutional uses requiring more than 15 buildable acres, either individually or

in a multipurpose facility, should be located on the periphery of an individual neighborhood or in core areas on roads that can accommodate the anticipated traffic volume.

- 24. Open space such as natural areas, tot lots, athletic fields, parks and greens should generally be dispersed in Villages so that they are conveniently located to most people. In addition, the following location criteria apply.
 - a. Athletic fields should be located, where practical, along collector roads and should be buffered from adjoining residences, although trails and sidewalks should provide a connection with the neighborhood.
 - b. Greens and other maintained passive parks should serve both a recreational and a design function. They should be located in high-visibility areas or in conjunction with civic uses such as schools, churches or community buildings and neighborhood commercial centers where the green can serve as either a "mall" for the center or as a buffer for adjoining homes.
- 25. Equestrian facilities and trail networks will be promoted and enhanced within the Transition Policy Area.
- 26. The County will protect the Bull Run Quarry in the Lower Bull Run subarea and the Luck Stone Quarry in the Lower Sycolin subarea from incompatible uses by ensuring that encroaching new development does not hinder the quarry operation.
- 27. The County will develop and implement an area management plan to provide detailed design and land use guidance for planned development in the Transition Policy Area. The area management plan process will involve the area's citizens and business owners in the development of plan policy.

B. Location Criteria for Villages

Location policies will direct development to sites that enhance or augment the County's Green Infrastructure, complement the rural character of existing landscapes, protect environmentally sensitive resources, allow for the provision of infrastructure facilities and remain compatible with surrounding development densities. It would be most appropriate if the locations of villages are coordinated through the policy area planning effort.

Rezonings to achieve the Countryside Village pattern of development served by central water and wastewater utilities are desired in the Lower Foley subarea.

Location Policies

- 1. Development within Villages should be located on areas of the site that afford the least disruption of natural views of the rural landscape.
- 2. Villages located within 500 feet of archaeological and historic sites and scenic byways will be reviewed for compatibility with the existing landscape.
- 3. Villages should be designed so that open spaces surrounding the developments augment or enhance the Green Infrastructure.

C. General Industrial

General Industrial Developments within the Transition Policy area will be limited to the northern portion of the Lower Sycolin subarea located northeast of Sycolin Road (Route 625) and the Dulles Greenway (Route 267), east of the Leesburg JLMA and west of Goose Creek as depicted on the Planned Land Use Map. The industrial uses are intended to accommodate the continued operation and expansion of the Luck Stone Quarry and other major industrial uses and provide a degree of protection for the industrial uses from other land uses. Primary land uses in the industrial area are General Industry and Heavy Industry. Quarries are considered Heavy Industrial uses. Policies governing quarries are located in Chapter Five, the Green Infrastructure.

General Industrial uses are predominantly labor-intensive industrial and commercial uses. Their outdoor storage requirements, noise levels, and emissions present difficult design issues and make them incompatible with residential development. Associated activities also make them incompatible with residential and other business areas. The County requires that industrial uses provide adequate buffers and protection to mitigate negative impacts

on surrounding uses. Such industrial uses are best located away from major roads, accessed from within an industrial park, and limited to a minor portion of a larger development.

GENERAL INDUSTRIAL POLICIES

- 1. General Industrial Developments will be located in accordance with the Land Use Map and the community design guidelines and land use policies of this Plan.
- 2. The County will require that industrial uses provide sufficient buffering from nearby residential areas and business uses to ensure that the effects of noise, vibration, odor, or other emissions that may be associated with the industry do not exceed specified levels.
- 3. Where General Industrial uses are proposed to develop in free-standing industrial parks the following guidelines will be met:
 - a. Screen all outdoor storage and equipment parking areas from adjoining non-industrial properties and roads.
 - b. Locate allowed retail uses along internal street frontages.
 - c. Minimize the number of entrances to the industrial park from major collector or arterial roads.
- 4. General Industrial uses will not be adjacent to a residential neighborhood.
- 5. Heavy Industry uses will be buffered from residential uses. This separation may be accomplished by locating less-intensive employment uses permitted in Regional Office or Light Industrial areas in transitional areas adjoining the Heavy Industry use. The width of the transition area adjoining the Heavy Industrial use will be determined on a case-by-case basis. The County may consider the existence of natural or manmade barriers between the uses (such as streams and floodplains or major collector or arterial roads, existing buffers or greenbelts and topographic features of the area).
- 6. Heavy Industry uses should have access to, but be screened from, views along arterial roads. Outdoor activities such as equipment parking and material storage should be screened from view from adjoining roads.
- 7. The County will place a limitation on the size of heavy industry, and appropriate linkages will be established based on road capacity, employment generation, and water requirements.
- 8. The County will protect the Luck Stone Quarry from incompatible neighboring uses by ensuring that encroaching new development not hinder the operation of the quarry.

Green Infrastructure

The Green Infrastructure Policies outlined in Chapter Five: Green Infrastructure: Environment, Natural and Heritage Resources of the *Revised General Plan* apply in the Transition Policy Area and are a fundamental component of the land use pattern to be developed. Among the existing Green Infrastructure assets in the policy area are the following:

A. Reservoirs, River and Stream Corridors

Three distinct watersheds intersect the Transition Policy Area, namely the Goose Creek, Broad Run and Occoquan watersheds. The dominant physical features of the Transition Policy Area include the streams draining into these three watersheds: Goose Creek, a State Scenic River in the Goose Creek watershed, Broad Run in the Broad Run watershed and Bull Run that flows into the Occoquan watershed. The Goose Creek supports two drinking water reservoirs, the Goose Creek and Beaverdam Reservoirs, while the Bull Run drains into the Occoquan Reservoir that is located between Prince William and Fairfax Counties. These reservoirs are sources of drinking water for Loudoun County, Fairfax County and the City of Fairfax and must be protected.

B. Agricultural Potential

Limited prime agricultural soils are located within the policy area and are generally located along the Route 621/Evergreen Mills Road corridor and the "finger" tributaries of the Broad Run in the Upper Broad Run subarea. The Upper Foley, Lower Foley and Lower Bull Run subareas have poor soils with shrink-swell characteristics that present problems for the construction of building foundations and on-site wastewater systems. There are two

Agricultural and Forestal Districts in the Transition Policy Area that together total approximately 800 acres and should be considered part of the Green Infrastructure assets.

C. Cultural and Heritage Resources

While there are no designated Historic Districts in the Transition Policy Area, there are more than 30 surveyed historic structures, including Fleetwood Farm, which is listed on the National Register, the settlement of Lenah, and more than 30 identified archaeological sites, many of which are prehistoric sites located along Goose Creek, Broad Run, Bull Run and their tributaries. In addition there are many abandoned mill sites, such as the site of Evergreen Mills along the Goose Creek. The Arcola Elementary School and a few open space easements are also located in the policy area.

D. Geological Resources

The policy area contains concentrations of diabase rock used for the construction of roads and buildings. The Bull Run quarry is an active quarry located at the southern end of the Transition Policy Area in the Lower Bull Run subarea. The Luck Stone quarry is also an active quarry located at the northern end of the policy area.

Water and Wastewater

The Transition Policy Area has very limited central water and wastewater service. A waterline traverses the area from east to west in the Lower Sycolin subarea to serve a special water service district located adjacent to the County landfill. The Lower Sycolin subarea of the Transition Policy Area contains some properties that are within the Landfill Water Service Area District. New developments within the Landfill Water Service Area District will be required to connect to central water utility lines. (LCSA Water and Sewer Lines Map)

At the southern portion of the Transition Policy Area sewer service is being engineered to serve the Kirkpatrick Farms development, which straddles Braddock Road. A pump station will be built to serve the Lower Foley subarea. A pump station located near the intersection of Route 620/ Braddock Road with Elklick Road is currently serving the Elklick area with the South Riding Community which is located in the Suburban Policy Area.

Central utilities may be extended to all subareas.¹ Where the extension of central utilities cannot be engineered, is economically infeasible and/or has adverse impacts on the environment, groundwater quantity and quality will be protected in the Transition Policy Area through water conservation efforts that promote the use of communal systems and limit the number of individual groundwater withdrawals.

Chapter Two provides the detailed water and wastewater policies.

Water and Wastewater Policies

- The County promotes the use of central and communal water and wastewater systems to serve residential clusters, Rural Villages and Countryside Villages in the Transition Policy Area. At the time of application, LCSA will evaluate the various alternatives to identify the utility system that best promotes the objectives of the County's Comprehensive Plan.
- 2. The County will encourage communal water and wastewater systems proposed to serve new developments to combine with existing or approved LCSA-owned communal systems, where the following criteria are met:
 - a. The service areas of the new communal system and the existing or approved communal system are both contained within the Transition Policy Area as defined in the County Comprehensive Plan documents.
 - b. The service area of the new communal system immediately adjoins the service area of existing or approved

¹ This amends the central utilities boundary shown in the 1993 *Dulles South Area Management Plan* (DSAMP) which was subsequently amended on October 15, 1997, to preclude central sewer and water west of the designated Interim Planning Area Boundary. At that time, staff was directed to make the necessary revisions to the DSAMP to implement the Board's policy decisions that would have, among other things, revised incorrect Figures 4 and 5 of the DSAMP. With the adoption of this Revised General Plan, these revisions are not required.

LCSA-owned communal system(s).

- c. LCSA determines the inter-connection between the two systems can be engineered, is economically feasible and minimizes impacts on the environment.
- 3. New developments proposing to combine their communal water and/or wastewater systems with those of adjoining existing or approved developments, shall not rely on the combination to meet their water and wastewater requirements but show that they can be supported through on-site individual and/or communal systems.
- 4. Inter-connections between established and proposed communal systems shall not be used to facilitate a change in land use or development density that is not in conformance with the County Comprehensive Plan.
- 5. The County encourages the retrofitting of existing or approved communal water systems within the Transition Policy Area with central utilities to solve the potable water problems or the public health problems of existing developments.
- 6. The County encourages the retrofitting of existing or approved communal wastewater systems within the Transition Policy Area with central utilities to solve the wastewater problems such as failing drainfields or the public health problems of existing developments.

Transportation

The Transition Policy Area contains many historic roads or segments of roads that were important to Loudoun's transportation network during Colonial times. Portions of Route 621/Evergreen Mills Road and Route 860/Watson Road were part of the Old Carolina Road, perhaps the most well used Colonial north-south right-of-way through the County. Little River Turnpike (now Route 50/James Mosby Highway) and Route 620/Braddock Road also were major historic east-west corridors linking the cities of Winchester and Alexandria.

Portions of arterial and collector roadways that traverse the County are in the Transition Policy Area (see <u>Road Surfaces Suburban and Transition Policy Areas Map</u>). They include roads that run east to west such as Route 50/James Mosby Highway and the Dulles Greenway. Roads that traverse the policy area in a north south direction include Route 621/Evergreen Mills Road and Route 659/Belmont Ridge Road. The planned Tri-County Parkway also will move traffic in a north south direction. Other road improvements are planned for Route 621 and Route 659. These planned improvements are described in the appendix of the *Revised Countywide Transportation Plan*, which provides the transportation policy direction for the Transition Policy Area. The construction of these road improvements is prerequisite to the implementation of the land use pattern in the Transition Policy Area. Currently, there are inadequate funds appropriated for such transportation improvements. The developers will be expected to pay for the majority of costs for these improvements.

In order to promote the transition from Suburban Policy Area to Rural Policy Area, the character of the road network in the Transition Policy Area should be designed to promote a visual transition. This may include revised road lanes, rural shoulders instead of curb and gutter, direct driveway access points and increased building setbacks. The *Revised Countywide Transportation Plan* provides specific transportation policy direction for development in the Transition Policy Area.

Reference Maps

Transition Policy Area Subareas Map

LCSA Water and Sewer Lines Map

Road Surfaces Suburban and Transition Policy Areas Map